



JOINT MEETING OF THE MILPITAS CITY COUNCIL AND HOUSING AUTHORITY



AGENDA

TUESDAY, DECEMBER 2, 2025

CITY COUNCIL CHAMBER, 455 E. CALAVERAS BLVD, MILPITAS, CA

5:00 PM (CLOSED SESSION)

7:00 PM (PUBLIC BUSINESS)

For assistance in the following languages, you may call:

Đối với Việt Nam, gọi 408-586-2400

Para sa Tagalog, tumawag sa 408-586-3051

Para español, llame 408-586-3072

** To access written translation during the meeting, scan the QR Code.*

The City Council meeting is held in the City Council Chamber at City Hall, 455 E. Calaveras Blvd., Milpitas and via teleconference/Zoom webinar.

You may watch the Council meeting without providing public comment by accessing it via links here.

Meeting shall be livestreamed - Go to:

Facebook: <https://www.facebook.com/CityofMilpitas/>

YouTube: <https://www.milpitas.gov/youtube>

Web Streaming: <https://www.milpitas.gov/webstreaming>

PUBLIC COMMENT INSTRUCTIONS

Oral public comments may only be provided live during the City Council meeting in person, unless the City Council approves remote public comment. All comments provided shall be limited to three minutes or less as determined by the Mayor. All members of the public will be limited to one comment per agenda item, and one comment for non-agenda items. Members of the public may submit written comments by email to CityClerk@milpitas.gov

The meeting will be streamed via Zoom for viewing purposes only unless the City Council approves remote public comment. To watch via Zoom, please register at:

https://ci-milpitas-ca-gov.zoom.us/webinar/register/WN_fGfDtOvqQzaPMEJao4aVwg

NOTE: If a member of the public wishes to share any presentation materials for Council consideration, they must be submitted to the Clerk's Office by email to CityClerk@milpitas.gov by 12:00 p.m. on the day of the meeting. No presentations will be accepted in person in the Council Chambers.

MILPITAS CITY COUNCIL CODE OF CONDUCT

- Be respectful and courteous (words, tone, and body language).
- Model civility.
- Avoid surprises.
- Praise publicly and criticize privately.
- Focus on the issue, not the person.
- Use electronic devices appropriately while on the Council dais.
- Disclose conflicts of interest and affiliations related to agenda items.
- Separate governing from campaigning.
- The Council speaks with one voice after making policy on issues.
- Respect the line between policy and administration.
- Council will hold one another accountable to comply with this Code of Conduct.

CALL MEETING TO ORDER by Mayor and ROLL CALL by City Clerk (5:00 PM)

ADJOURN TO CLOSED SESSION

(a) CONFERENCE WITH LABOR NEGOTIATOR

Pursuant to Government Code Section 54957.6
Agency's Designated Representative(s): Rick Bolanos, Liebert Cassidy Whitmore
Employee Organization(s): Professional and Technical Employees, Mid-Management and Confidential Employees, Milpitas Employees Association, Unrepresented Employees

(b) PUBLIC EMPLOYEE APPOINTMENT AND HIRING

Pursuant to Government Code Section 54957(b)(1)
Employee Position: City Manager

(c) PUBLIC EMPLOYEE APPOINTMENT AND HIRING

Pursuant to Government Code Section 54957(b)(1)
Employee Position: City Attorney

CLOSED SESSION ANNOUNCEMENT:

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

PLEDGE OF ALLEGIANCE

INVOCATION (Mayor Montano)

PRESENTATIONS

- Manufacturing Day and Event Partners Recognition

PUBLIC FORUM

Members of the public are invited to speak on any item that does not appear on today's agenda. Comments will be limited to three minutes or less at the Mayor's discretion. When called to speak, you are encouraged to state your name for the record. As an item not listed on the agenda, no action can be taken, however the City Council may instruct the City Manager to place the item on a future meeting agenda.

ANNOUNCEMENT OF CONFLICT OF INTEREST AND CAMPAIGN CONTRIBUTIONS

READING OF THE CITY COUNCIL CODE OF CONDUCT

APPROVAL OF AGENDA

CONSENT CALENDAR

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

C1. Receive City Council Calendar of Meetings (Staff Contact: Suzanne Guzzetta, City Clerk, 408-586-3001)

Recommendation: Receive City Council Calendar of Meetings for December 2025.

C2. Approve City Council Meeting Minutes (Staff Contact: Suzanne Guzzetta, City Clerk, 408-586-3001)

Recommendation: Approve City Council Meeting minutes of October 21 and 24, 2025.

C3. Receive the Preview List of Anticipated Items for the Next Regular City Council Meeting (Staff Contact: Suzanne Guzzetta, City Clerk, 408-586-3001)

Recommendation: Receive the list of anticipated agenda items for the next regular City Council meeting.

C4. Receive and Review the List of Agenda Items Requested by City Councilmembers (Staff Contact: Suzanne Guzzetta, City Clerk, 408-586-3001)

Recommendation: Receive the list of items that have been requested by City Councilmembers and received consensus in previous meetings to date.

C5. Approve City Council Meeting Schedule for 2026 (Staff Contact: Suzanne Guzzetta, City Clerk, 408-586-3001)

Recommendation: Approve the 2026 Milpitas City Council meeting schedule, with any changes requested at the City Council meeting.

C6. Consider Recommendations from Mayor Montano for Appointments to Rent Review Board (Staff Contact: Suzanne Guzzetta, City Clerk, 408-586-3001)

Recommendation: Receive Mayor Montano's recommendations and approve and confirm recommendations for appointments to the Rent Review Board

C7. Adopt a Resolution Delegating Authority to the City Manager or Designee to Approve and Execute Project-Related Documents and Urgent Administrative Items during the City Council Winter Recess (Staff Contact: Matt Cano, Assistant City Manager, 408-586-3012)

Recommendation: Adopt a resolution delegating authority to the City Manager, or designee, to approve and execute project-related documents, including contract documents and urgent administrative items during the City Council and City of Milpitas Housing Authority winter recess from the last City Council meeting held on December 16, 2025 through January 13, 2025.

C8. Adopt a Resolution Approving the Extension of the Memorandum of Understanding between the City of Milpitas and the Milpitas Mid-Management and Confidential Unit (Mid-Con) Covering the Period of July 1, 2025 through June 30, 2026 (Staff Contact: Kelli Parmley, Human Resources Director, 408-586-3086; Luz Cofresí-Howe, Finance Director, 408-586-3111)

Recommendation: Adopt a resolution to: (1) approve the extension of the Memorandum of Understanding between the City of Milpitas and the Milpitas Mid-Management and Confidential Unit (Mid-Con) covering the period of July 1, 2025 through June 30, 2026; (2) amend the Classification Plan; and (3) amend the adopted, amended FY 2025-26 Operating Budget by authorizing necessary financial and personnel actions to implement the Mid-Con Memorandum of Understanding extension.

C9. Adopt a Resolution to Conduct a Solar Streetlight Pilot Project, Approve a Cooperative Purchase Agreement with Fonroche Lighting America, and Approve Budget Appropriation for Hammond Way Streetlight Project, CIP No. 4301 (Staff: Christian Di Renzo, Public Works Director, 408-586-2602; and Michael Silveira, City Engineer, 408-586-3303)

Recommendation: Adopt a resolution to (1) Conduct a solar streetlight pilot project; (2) Approve and authorize City Manager, or designee, to execute a cooperative purchase agreement with Fonroche Lighting America through a cooperative procurement contract solicited by Sourcewell, in an amount not-to-exceed \$100,712; (3) Approve a budget appropriation in the amount of \$110,000 from Gas Tax Fund in Streetlight, Signage, Traffic Signal Improvements, CIP No. 3440; and (4) Authorize the Public Works Director, or designee, to negotiate and execute contract change order(s) in an aggregate amount not-to-exceed \$25,000 for Hammond Way Streetlight Project, CIP No. 4301.

C10. Consider Fee Waiver Request from Kiwanis Club of Milpitas for the 22nd Annual Crab Feed (Staff Contact: Renee Lorentzen, Recreation and Community Services Director, 408-586-3409)

Recommendation: Approve a Fee Waiver of \$763 for the 22nd Annual Kiwanis MUSD Crab Feed and Auction at the Milpitas Community Center Auditorium on February 6, 2026.

C11. Approve the Parks and Recreation and Community Services Programs Donation for a Memorial Bench in Honor of Segundo Cacao (Staff Contact: Renee Lorentzen, Recreation and Community Services Director, 408-586-3409)

Recommendation: Approve the Parks and Recreation Donation for a Memorial Bench for Segundo Cacao at Strickroth Park.

PUBLIC HEARINGS

Members of the public may be allotted up to three (3) minutes or less at the Mayor's discretion, to comment on any public hearing item. Applicants/Appellants and their representatives may be allotted up to a total of ten (10) minutes for opening statements and up to a total of five (5) minutes maximum for closing statements. Items requested/recommended for continuance are subject to Council's consent at the meeting.

12. Hold a Public Hearing on an Appeal of the Planning Commission's Decision to Approve Associated Planning Entitlements for a New Industrial Building at 1000 Gibraltar Drive (Staff Contact: Jay Lee, Planning Department, 408-586-3077)

Recommendation: (1) Conduct a public hearing and move to close the hearing following comments; (2) determine that the Addendum to the 1000 Gibraltar Drive Final Environmental Impact Report (State Clearinghouse No. 2020069024) adequately analyzes the potential environmental impacts associated with the amended project, and that the Addendum is in compliance pursuant to CEQA Guidelines §15162 and §15164; and (3) Adopt a Resolution denying the appeal and upholding the Planning Commission's decision to approve Site Development Permit No. SD24-0006, Environmental Assessment No. EA24-0002, and Tree Removal Permit No. TR25-0021 to remove and replace 25-ordinance sized trees, demolish all existing structures on the site including four industrial/office buildings, surface parking lots, and associated improvements, and develop a new, one-story, 487,564-square foot tilt-up concrete industrial building with office space and associated site improvements on an approximately 28.96-acre site in the M2 (Heavy Industrial) Zoning District located at 1000 Gibraltar Drive (also known as 1001 S. Milpitas Blvd).

LEADERSHIP AND SUPPORT SERVICES

13. Consider Appropriating Unassigned Fund Balances or Reserves Based on the November 4, 2025 Prioritization Vote (Staff Contact: Matt Cano, Assistant City Manager, 408-586-3012)

Recommendation: Adopt a resolution to appropriate unassigned fund balances or reserves for approved one-time funded priorities based on the November 4, 2025 prioritization vote.

ANNOUNCEMENTS AND FUTURE AGENDA ITEMS

Members of the City Council or City Manager may make brief announcements at this time. Members of the City Council may also suggest future agenda items. For future agenda items, the City Council shall not debate the topic or engage in discussion but shall simply state a “yes” or “no” as whether to move the item forward. If a majority of the City Council agrees to move the item forward, the City Manager shall place the item on a future agenda.

ADJOURNMENT

KNOW YOUR RIGHTS UNDER THE OPEN GOVERNMENT ORDINANCE

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

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

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

APPLY TO SERVE ON A CITY COMMISSION

Commission application forms are available online at www.milpitas.gov or at Milpitas City Hall. Contact the City Clerk's Office at 408-586-3001 for more information.

If you need assistance, per the Americans with Disabilities Act, for any City of Milpitas public meeting, please call the City Clerk at 408-586-3001 or send an e-mail to CityClerk@milpitas.gov prior to the meeting. You may request a larger font agenda.

November 2025						
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30						

Milpitas City Council Calendar

December 2025

January 2026						
S	M	T	W	T	F	S
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Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 7:00 PM -Parks, Recreation & Cultural Resources Commission (EC)	2 5:00 PM -Closed Session 7:00 PM -City Council	3 2:00 PM -Santa Clara VTA Monthly Briefing - Northeast Group (CM) (Santa Clara) 5:30 PM -Veterans Commission (GB) 7:00 PM -Community Housing Commission (EC)	4 5:30 PM -Milpitas Chamber of Commerce Board (GB) 5:30 PM -Santa Clara VTA Board of Directors (CM)	5	6
7	8	9	10 4:30 PM -City Council Finance Subcommittee (CM/EC) 7:00 PM -Silicon Valley Clean Energy Board of Directors (GB) (Cupertino) 7:00 PM -Planning Commission	11 4:00 PM -Treatment Plant Advisory Committee (CM) (San Jose) 4:00 PM -Santa Clara VTA Policy Advisory Committee (EC) 6:00 PM -Youth Advisory Commission (HL) 7:00 PM -Cities Assoc of SCC (CM)	12	13
14	15 7:00 PM -Science, Technology, and Innovation Commission (WL)	16 6:00 PM -Closed Session 7:00 PM -City Council	17 6:00 PM -Energy and Environmental Sustainability Commission (EC)	18	19	20
21	22	23	 City Hall and City Facilities Closed (Fire and Police are not affected)			
28	29	30				
	 City Hall and City Facilities Closed (Fire and Police are not affected)					



REGULAR MEETING OF THE MILPITAS CITY COUNCIL

MINUTES

TUESDAY, OCTOBER 21, 2025

The City Council of the City of Milpitas convened in a Regular Meeting of the Milpitas City Council, Housing Authority, and Successor Agency on October 21, 2025, in the City Council Chamber, 455 E. Calaveras Blvd, Milpitas, CA, and via teleconference/Zoom webinar.

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

Mayor Montano called the Regular City Council meeting to order at 7:03 PM. Roll Call was taken by City Clerk Guzzetta.

PRESENT: Mayor Montano, Vice Mayor Barbadillo, Councilmember Chua, Councilmember Lam,
Councilmember Lien

ABSENT: None

PLEDGE OF ALLEGIANCE

Scout Troop 0786 Shia Imami Ismaili presented the colors and led the Pledge of Allegiance.

INVOCATION

Councilmember Chua provided the invocation.

PRESENTATIONS

Mayor Montano and the Milpitas City Council presented proclamations in recognition of National Domestic Violence Prevention Month and Diwali.

The City Council recognized Community Heroes as nominated by members of the Council including: Rhoda Shapiro, Peaceful Poets of Milpitas, Knights of Columbus St. John's Council 5796, Milpitas Kiwanis Club, and MariCris Benitez and the Executive Lions Club.

The Mayor also presented commendations in recognition of Milpitas Students, Atharv and Nyssa Bagotra, in support of writing their first fantasy book, Maya Brooks and the Land of Fire and Ice.

The City Council adjourned to a reception in honor of the Community Heroes at 8:13 PM and reconvened in Open Session at 8:36.

PUBLIC FORUM

There were the following public speakers:

1. Ryan Heron
2. Alan Ha
3. Myvan Khuu-Seeman
4. Zuhayl Lambert
5. Michael Thomas
6. Margarita Mendoza
7. Henry Soong
8. Vikas Seth
9. Ron Long

10. Liz Medina
11. Matt Lambert

ANNOUNCEMENT OF CONFLICT OF INTEREST AND CAMPAIGN CONTRIBUTIONS

Acting City Attorney Creech asked the Mayor and City Councilmembers if they had any personal conflicts of interest. By roll call, there were no conflicts of interest. Acting City Attorney Creech asked the Mayor and City Councilmembers if they had any reportable campaign contributions. By roll call, there were no reportable campaign contributions.

READING OF THE CITY COUNCIL CODE OF CONDUCT

Mayor Montano read the City Council Code of Conduct.

APPROVAL OF AGENDA

After discussion, motion: to approve the agenda.

Motion/Second: Mayor Montano / Vice Mayor Barbadillo

Motion carried by the following:

AYES: Mayor Montano, Vice Mayor Barbadillo, Councilmember Chua, Councilmember Lam, Councilmember Lien

NOES: None

CONSENT CALENDAR

Councilmember Lam requested to pull Item C6.

Councilmember Lam made a motion: to table Item C6 to the next City Council meeting. Vice Mayor Barbadillo seconded the motion.

Police Chief Hernandez provided clarification on the necessity and specifics of the program, including its focus on mitigating stress-related cardiovascular risks unique to law enforcement, the motion to discuss was reconsidered. After Council discussion, Councilmember Lam rescinded the motion.

There were no public speakers.

After discussion, motion: to approve the Consent Calendar, pulling Item C6.

Motion/Second: Councilmember Lien / Councilmember Chua

by the following:

AYES: Mayor Montano, Councilmember Chua, Councilmember Lam, Councilmember Lien

NOES: Vice Mayor Barbadillo

Motion/Second: Councilmember Lien / Councilmember Chua

Vote: 4-1 (Noes: Barbadillo)

Acting City Attorney Creech noted that regular procedure called for items pulled from the Consent Calendar to be heard after the final agenda item, but advised that the City Council could make a motion to hear the item immediately following the Consent Calendar.

After discussion, motion: to hear Item C6 for discussion immediately following the Consent Calendar.

Motion/Second: Councilmember Chua / Councilmember Lien
by the following:

AYES: Mayor Montano, Vice Mayor Barbadillo, Councilmember Chua, Councilmember Lam,
Councilmember Lien

NOES: None.

1. Receive City Council Calendar of Meetings (Staff Contact: Suzanne Guzzetta, City Clerk, 408-586-3001)

Received City Council Calendar of Meetings for October 2025.

2. Approve City Council Meeting Minutes (Staff Contact: Suzanne Guzzetta, City Clerk, 408-586-3001)

Approved City Council Meeting minutes of September 16, 26, and 30, 2025.

3. Receive the Preview List of Anticipated Items for the Next Regular City Council Meeting (Staff Contact: Suzanne Guzzetta, City Clerk, 408-586-3001)

Received the list of anticipated agenda items for the next regular City Council meeting.

4. Receive and Review the List of Agenda Items Requested by City Councilmembers (Staff Contact: Suzanne Guzzetta, City Clerk, 408-586-3001)

Received the list of items that have been requested by City Councilmembers and received consensus in previous meetings to date.

5. Consider Opting into Nationwide Settlement Agreements with Additional Opioid Manufacturers (Staff Contact: Matt Cano, Assistant City Manager, 408-586-3050; and Christopher Creech, Acting City Attorney, 408-586-3040)

Opted into settlement agreements with certain opioids manufacturers, whereby the City will assign will receive the City's designated share of settlement funds to the County of Santa Clara, and direct and authorize the City Manager to execute settlement agreement(s) and any other documents necessary to implement the action.

6. Authorize the City Manager, or Designee, to Negotiate and Execute an Agreement with Telemedicine Group DE for Cardio-Metabolic Testing Services (Staff Contact: Luz Cofresí-Howe, Finance Director, 408-586-3111; and Jared Hernandez, Chief of Police, 408-586-2406)

Item pulled from Consent Calendar.

7. Authorize the City Manager to Execute Grant Agreement with the Office of Traffic Safety to Accept the Fiscal Year 2026 Office of Traffic Safety Selective Traffic Enforcement Program Grant and Approve the Related Budget Appropriation (Staff Contact: Jared Hernandez, Chief of Police, 408-586-2406)

Authorized the City Manager, or designee, to execute a grant agreement with the Office of Traffic Safety to accept the Fiscal Year 2026 Office of Traffic Safety Selective Traffic Enforcement Program Grant and approve the related budget appropriation in the amount of \$110,000.

8. Adopt a Resolution Accepting Completed Public Improvements and Authorizing Bond Reduction and Release for the Parkside Phase 2 Project at 1992 Tarob Court (Staff Contact:

Christian Di Renzo, Public Works Director, 408-586-2602; and Michael Silveira, City Engineer, 408-586-3303)

Adopted **Resolution No. 9450** to (1) accept the completed public improvements; (2) approve a reduction in the faithful performance bond to \$115,250.00; and (3) authorize the City Engineer to release the performance bond after the one-year warranty period without further City Council action, provided all required warranty work has been completed to the satisfaction of the City Engineer for the Parkside Phase 2 Project at 1992 Tarob Court.

- 9. Authorize the City Manager, or Designee, to Negotiate and Execute an Amendment to the Agreement with W.W. Grainger, Inc. for the Purchase of Maintenance Supplies, Equipment, Tools, and Parts for the Public Works Department (Staff Contact: Luz Cofresí-Howe, Finance Director, 408-586-3111; and Christian Di Renzo, Public Works Director, 408-586-2602)**

Authorized the City Manager, or designee, to negotiate and execute an amendment to the agreement with W. W. Grainger, Inc., to continue purchasing high quality maintenance supplies, equipment, tools, and parts for a four-year term in an amount not-to-exceed \$549,000 for the full term of the contract agreement.

- 10. Adopt a Resolution to Approve Project Plans and Specifications; Award the Construction Contract to Innovative Construction Solutions; and Authorize the Design Services Agreement Amendment No. 2 with MNS Engineers, Inc. for the Gibraltar Pump Station Valves Replacement Project (Staff: Christian Di Renzo, Public Works Director, 408-586-2602; and Michael Silveira, City Engineer, 408-586-3303)**

Adopted **Resolution No. 9451** to: (1) Approve the Project plans and specifications; (2) Award the construction contract to Innovative Construction Solutions in the amount of \$1,310,000; (3) Authorize the City Manager, or designee, to execute the construction contract with Innovative Construction Solutions; (4) Authorize the Public Works Director to negotiate and execute contract change order(s) in an aggregate amount not to exceed \$196,500; and (5) Approve and Authorize the City Manager, or designee, to execute Amendment No. 2 to the Professional Services Agreement with MNS Engineers, Inc. in the amount not to exceed of \$32,198 for the Gibraltar Pump Valves Replacement Project, Project Nos. 7133 and 7141.

ITEMS PULLED FROM CONSENT CALENDAR

- 6. Authorize the City Manager, or Designee, to Negotiate and Execute an Agreement with Telemedicine Group DE for Cardio-Metabolic Testing Services (Staff Contact: Luz Cofresí-Howe, Finance Director, 408-586-3111; and Jared Hernandez, Chief of Police, 408-586-2406)**

Councilmember Lam elaborated on his reasons for pulling the item from the consent calendar. He raised concerns about whether such testing could be covered by existing health insurance plans rather than requiring additional city funds.

Police Chief Hernandez responded to questions from the City Council.

There were the following public speakers:

1. Voltaire Montemayor

After discussion, motion: to Authorize the City Manager, or designee, to negotiate and execute a Professional Services Agreement with Telemedicine Group DE for cardio-metabolic testing services in an amount not-to-exceed \$206,640 for the full three-year term.

Motion/Second: Councilmember Lien / Mayor Montano

Motion carried by the following:

AYES: Mayor Montano, Councilmember Lien

NOES: Vice Mayor Barbadillo

ABSTAIN: Councilmember Chua, Councilmember Lam

Motion/Second: Councilmember Lien / Mayor Montano

Vote: 2-1-2 (Noes: Barbadillo. Abstain: Chua, Lam)

COMMUNITY DEVELOPMENT

11. 2025 Legislative Season Update and 2025 State and Federal Earmark Requests Update (Staff Contact: Alex Andrade, Director of Economic Development and Strategic Initiatives, 408-586-3046)

Interim City Manager Santana introduced the item. Economic Development Director Andrade presented the report, joined by Economic Development Specialist Zubair.

There were the following public speakers:

1. Voltaire Montemayor

Vice Mayor Barbadillo stressed collaborating with other cities for common legislative issues and proposed that a collective municipal strategy could boost advocacy efforts. Director of Economic Development and Strategic Initiatives Andrade detailed his participation in the Santa Clara County Legislative Coordinators Group, which meets monthly with various cities and agencies to strengthen legislative positions through shared information.

Councilmember Lam questioned ongoing links with groups like the Cities Association and California League of Cities. Director Andrade confirmed active collaboration, aligning city stances with larger coalition goals.

Mayor Montano, showing interest in inter-city partnerships, asked about the consistency of communication and updates on these cooperative efforts. Director Andrade affirmed the mayor's interest, agreeing to update the council through the City Manager's biweekly reports and exploring ways to deepen council involvement in legislative collaboration.

After discussion, motion: to accept the 2025 Legislative Season Agenda Report, including an update on 2025 State and Federal Earmark Requests.

Motion/Second: Councilmember Lien / Vice Mayor Barbadillo

Motion carried by the following:

AYES: Mayor Montano, Vice Mayor Barbadillo, Councilmember Chua, Councilmember Lam, Councilmember Lien

NOES: None

LEADERSHIP AND SUPPORT SERVICES

12. Report on Violations of the City's Code of Conduct, Council Handbook, Open Government Ordinance, and Municipal Code (Staff Contact: Deanna J. Santana, City Manager, 408-586-3050)

Interim City Manager Santana provided opening remarks and was available to respond to questions from City Council.

There were the following public speakers:

1. Voltaire Montemayor

Vice Mayor Barbadillo initiated the discussion, questioning how it was determined that violations had occurred, why the item was presented without prior Council deliberation, whether legal advice had been sought, and why only two emails were included as exhibits, requesting that all related communications be provided for context. He emphasized that the report should have referred to “alleged violations” and urged adherence to due process before drawing conclusions.

Councilmember Lien asked why the matter was being held in open session rather than in closed session. Acting City Attorney Christopher Creech explained that, under the Brown Act, closed sessions are limited to specific purposes such as litigation or personnel matters, and this item did not fall within those categories.

Councilmember Lien noted she had reviewed all materials presented and asked for clarification on what constituted interference between the Council and the City Manager and whether the matter had been resolved. Interim City Manager Deanna Santana explained that she met with the parties involved to discuss the matter and restore effective working relations. She noted that the situation arose from actions taken outside established communication and supervisory protocols, emphasizing the importance of maintaining clear role boundaries and adherence to governance procedures.

Vice Mayor Barbadillo continued expressing concern that the agenda report implied that violations had occurred without formal Council determination. He stated that under the City’s Censure Policy, only the Council may determine whether a violation occurred and that such determinations must follow principles of fairness and due process. He questioned who had concluded that violations occurred and emphasized that the Council had not yet reviewed all relevant materials. The Vice Mayor urged that the Council conduct a comprehensive review of all communications from the time period in question before reaching any conclusions.

Acting City Attorney Creech announced that the time was now 11:00 PM and, according to Council procedure, it would require a motion and vote to continue the discussion.

After discussion, motion: to continue the discussion past 11:00 PM.

Motion/Second: Councilmember Lien / Councilmember Chua

Motion carried by the following:

AYES: Mayor Montano, Vice Mayor Barbadillo, Councilmember Chua, Councilmember Lam,
Councilmember Lien

NOES: None

Interim City Manager Santana responded that, under the Council–Manager form of government, she has a duty to report governance concerns to the City Council when they arise. She explained that the evidence included written communications showing staff were directed outside appropriate channels and that her intent was not to assign blame but to ensure transparency and accountability.

Acting City Attorney Creech added that, while the City Manager and City Attorney are obligated to report potential governance issues, it is ultimately the City Council that determines whether a violation has occurred and what action to take.

Councilmember Lien spoke again, emphasizing the importance of integrity and accountability among

elected officials. She underscored the need for transparency and public trust, stating that the Council must set an example of ethical conduct and proper governance.

Vice Mayor Barbadillo returned to the discussion to ask what counterpart existed for staff to the Council's censure policy. He inquired whether, if a censure process applies to Councilmembers, there was an equivalent mechanism for addressing concerns related to the City Manager or City Attorney. Acting City Attorney Creech clarified that the Council's authority over staff is limited to its two appointees, the City Manager and City Attorney—and that the appropriate process available to the Council in such cases is the performance evaluation process. The Vice Mayor then asked how he could initiate evaluations for both positions.

Following the Acting City Attorney's clarification, Vice Mayor Barbadillo asked how he could formally initiate performance evaluations for the City Manager and City Attorney. Acting City Attorney Creech explained that any Councilmember may request that such an item be agendaized at the end of a meeting, subject to majority approval. The Vice Mayor stated that he intended to make such a request once the Council had reviewed the additional information he had asked staff to provide.

Interim City Manager Santana acknowledged that the City Council has the authority to conduct a performance evaluation of the City Manager in closed session and stated that she supported the Council's ability to provide formal feedback through the established process. She clarified, however, that she had already resigned and that her last day would be October 31, 2025, and therefore she would not participate in any performance evaluation held during her final week. She emphasized that her purpose in bringing the report forward was to ensure good governance and adherence to City policies.

Councilmember Chua spoke next, stating that Council decisions must be grounded in factual evidence rather than emotion. She supported a thorough review of all relevant materials before any determination is made and emphasized the need to maintain professionalism and objectivity.

Councilmember Lam agreed that the Council should base its decisions on verified facts and proposed that a special meeting be held to review all pertinent communications and evidence in a systematic and transparent manner. He stated that a complete and verified record would enable the Council to make a fair and informed decision.

Mayor Montano facilitated the discussion, ensuring each Councilmember had the opportunity to speak. The Mayor encouraged the Council to resolve the matter promptly to maintain City stability and avoid disruption to operations. She expressed a preference for addressing the matter constructively and efficiently, suggesting that acknowledgment and corrective action might suffice without pursuing formal censure.

Acting City Attorney Creech provided additional clarification on the procedural requirements for any potential censure action, noting that such proceedings require formal Council action following due process. He added that the Council could consider waiving attorney–client privilege to release a legal memorandum related to the matter, which would enhance transparency and provide context for deliberations.

Interim City Manager Santana proposed that the Council consider engaging an independent third-party reviewer to conduct an impartial assessment of the situation. She stated that an external evaluation could help ensure objectivity, provide clarity, and support the Council in making an informed decision. Santana reaffirmed her commitment to transparency, accountability, and maintaining organizational stability.

Assistant City Manager Cano and several department heads addressed the Council to express concern regarding potential impacts on staff morale and operations. They commended the City Manager's leadership, noting that stability and consistency in direction were essential to maintaining staff confidence and effective City operations.

Motion: to hold a special meeting to review all relevant communications, documentation, and evidence related to the matter on Friday, October 24, 2025.

Motion/Second: Councilmember Lam / Councilmember Chua

Motion carried by the following:

AYES: Vice Mayor Barbadillo, Councilmember Chua, Councilmember Lam

NOES: Mayor Montano, Councilmember Lien

The meeting was tentatively scheduled for Friday subject to polling, providing time for staff to compile materials and for the Council to ensure due process, transparency, and accountability in its review.

ANNOUNCEMENTS AND FUTURE AGENDA ITEMS

City Clerk Guzzetta announced that the City Council would need to take a vote to hear this item.

After discussion, motion: to continue the meeting and discuss Announcement and Future Agenda Items.

Motion/Second: Councilmember Lien / Councilmember Lam

by the following:

AYES: Mayor Montano, Vice Mayor Barbadillo, Councilmember Chua, Councilmember Lam,
Councilmember Lien

NOES: None

Mayor Montano requested two items be added to the priority list:

1. Placing a billboard at the sports center to inform the community about events and activities. There was unanimous consensus to add the item to the priority list.
2. Exploring the creation of small parks in two neighborhoods without them: North Park Victoria and Visona Park near Berryessa Road. There was unanimous consensus to add the item to the priority list.

Vice Mayor Barbadillo requested to agendaize a discussion on the acting city attorney position. This request received majority support from the council (Noes: Montano. Absent: Lien)

ADJOURNMENT

Mayor Montano adjourned the meeting at 12:37 PM.

Draft meeting minutes submitted by City Clerk, Suzanne Guzzetta



SPECIAL MEETING OF THE MILPITAS CITY COUNCIL

MINUTES

FRIDAY, OCTOBER 24, 2025

The City Council of the City of Milpitas convened in a Special Meeting of the Milpitas City Council on October 24, 2025, in the City Council Chamber, 455 E. Calaveras Blvd, Milpitas, CA, and via teleconference/Zoom webinar.

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

Mayor Montano called the Special City Council meeting to order at 11:34 AM. Roll Call was taken by City Clerk Guzzetta.

PRESENT: Mayor Montano, Vice Mayor Barbadillo, Councilmember Chua, Councilmember Lam, Councilmember Lien

ABSENT: None

PLEDGE OF ALLEGIANCE

Mayor Montano led the Pledge of Allegiance.

PUBLIC FORUM

There were the following public speakers:

1. Rob Means

ANNOUNCEMENT OF CONFLICT OF INTEREST AND CAMPAIGN CONTRIBUTIONS

Acting City Attorney Creech asked the Mayor and City Councilmembers if they had any personal conflicts of interest. By roll call, there were no conflicts of interest. Acting City Attorney Creech asked the Mayor and City Councilmembers if they had any reportable campaign contributions. By roll call, there were no reportable campaign contributions.

READING OF THE CITY COUNCIL CODE OF CONDUCT

Vice Mayor Barbadillo read the City Council Code of Conduct.

APPROVAL OF AGENDA

Vice Mayor Barbadillo asked for clarification on whether the current meeting would be superseded by the censure policy that had been initiated and voiced concern about redundancy between this agendaized meeting and the censure process. Acting City Attorney Creech clarified that the council could pursue multiple actions even with a censure request pending.

Vice Mayor Barbadillo made a motion: to adjourn the meeting to allow the censure process to proceed. Council Member Chua seconded the motion.

Council Member Lien announced she would withdraw her censure initiation to continue with today's agenda. Following Council Member Lien's withdrawal of the censure request, Vice Mayor Barbadillo withdrew his motion to adjourn. Council Member Chua had no objection to the withdrawal.

After discussion, motion: to approve the agenda.

Motion/Second: Councilmember Lien / Mayor Montano

Motion carried by the following:

AYES: Mayor Montano, Vice Mayor Barbadillo, Councilmember Chua, Councilmember Lam,
Councilmember Lien

NOES: None

AGENDA ITEMS

1. Report on Violations of the City's Code of Conduct, Council Handbook, Open Government Ordinance, and Municipal Code (Staff Contact: Deanna J. Santana, City Manager, 408-586-3050)

Interim City Manager Santana introduced the item and presented the report.

Mayor Montano emphasized the importance of adhering to rules and the city council's code of conduct. She expressed reluctance to pursue a censure and committed to addressing the matter constructively.

Councilmember Lam read a prepared statement into the record:

While I believe Councilmember Chua has the best interests of our city at heart, her action did create confusion, disrupt normal channels of communication, and undermined the trust and efficient functioning of our city hall governance structure. This is why I respectfully request that Councilmember Chua offer a public apology to the Interim City Manager, to the city staff who support the council, and to the residents of Milpitas who rely on us for transparent, inclusive, and disciplined leadership.

Rather than simply treating this as a misstep, I believe it offers a meaningful opportunity for growth. We have an opportunity to reaffirm our commitment to open communication and use this moment to strengthen our shared expectations regarding meetings, coordination, staff involvement, and decision-making process. I also recommend that all City Councilmembers participate in a policy training course to further enhance our collective knowledge. It is important that everyone has confidence in the City Council's support for our staff and trust that established protocols are being followed, allowing them to perform their work with clarity, consistency, and without unnecessary pressure.

To the staff, I believe there's room for improvement in how this case was handled. We demonstrated to our community that we are open, responsible public servants who hold ourselves accountable when processes breakdown. To move on stronger and more unified, I urge all of us, Council, staff, and community to focus on moving forward from this incident. Holding on to blame will only get in the way of the important work still ahead of us.

I believe Council Member Chua is dedicated to this city and upholding the value of good governance. Her apology would not be a sign of weakness, but rather a demonstration of leadership of integrity, accountability, and respect for the role we each play.

To my fellow councilmembers and to the city staff, let's take a moment, not as a source of division but as a valued reminder of why clear process and mutual respect are essential. And to the community, please know that your local government is paying attention, learning its missteps, and moving forward with a renewed commitment to transparency, collaboration, and public service.

We have a great deal of important work ahead of us and I would like to put this matter behind us. A cooperative and professional working relationship between City Council members and staff is vital

as we move forward. Therefore, I move to remove the evaluation of the interim city manager and acting city attorney from future agendas. Thank you for your attention.

Councilmember Lam made a motion: to remove the evaluations of the interim city manager and acting city attorney from future agendas.

Mayor Montano spoke in support of the motion and her disagreement with how the evaluations were scheduled in the first place, and suggested that Option 2 in the staff report was the best path forward, noting she had requested that approach at the previous meeting.

Vice Mayor Barbadillo said he supported moving forward but defended his earlier insistence on due process, stating that full context should be reviewed before determining that a violation occurred.

Council Member Lien seconded the motion, citing the importance of using time and resources wisely.

Councilmember Chua proposed clarifying the motion so the removal applied only to the evaluations requested at the October 21, 2025 City Council meeting, not indefinitely. The amendment was accepted by Councilmembers Lam and Lien.

Motion: to remove the evaluations of the interim city manager and acting city attorney from future agendas.

Motion/Second: Councilmember Lam / Councilmember Lien

Motion carried by the following:

AYES: Mayor Montano, Councilmember Lam, Councilmember Lien

NOES: Vice Mayor Barbadillo, Councilmember Chua

Interim City Manager Deanna Santana requested clarification to ensure accurate implementation, confirming that the intent of the motion was to remove the evaluations of the Interim City Manager and Acting City Attorney from the October 28 and November 4, 2025 meeting agendas. Councilmember Lien followed up to confirm that this also meant the items would not appear in closed session on November 4.

Mayor Montano transitioned discussion back to the broader topic of the staff report.

Vice Mayor Barbadillo spoke on the report and the documentation provided by staff, noting that he had reviewed the emails released with the agenda packet. He started to address the issue of intent and perception. Interim City Manager Santana responded, noting that the emails and text messages included in the packet documented what occurred.

Councilmember Lam then spoke, expressing appreciation for the Interim City Manager's detailed explanation and stating that the discussion reinforced the importance of clear communication and adherence to process and urged the Council to take this as a "lesson in governance and respect for procedure."

Acting City Attorney Creech summarized the Council's options for further action. He clarified that if the Council wished to adopt Councilmember Lam's statement into the record and direct additional follow-up measures, a new motion would be required to formalize those directives. Councilmember Lam agreed and made a follow-up motion that incorporated the contents of his earlier prepared remarks.

Acting City Attorney Creech restated the motion:

(1) To adopt Councilmember Lam's written statement as part of the official Council record for the item;

- (2) To direct the Interim City Manager to coordinate training for the City Council on governance, ethics, and communication practices;
- (3) To request a public apology from Councilmember Chua to staff, the Council, and the public; and
- (4) To bring forward recommendations for improvements to City policy and procedure based on lessons learned from this incident.

Councilmember Lam confirmed that the restated motion accurately captured his intent. Mayor Montano seconded the motion, noting that she supported additional training and a formal apology to help the Council and community move forward.

Motion/Second: Councilmember Lam / Mayor Montano

Motion carried by the following:

AYES: Mayor Montano, Councilmember Lam

NOES: Councilmember Lien

ABSTAIN: Vice Mayor Barbadillo, Councilmember Chua

Following the vote, Mayor Montano thanked staff for their work on the report, acknowledging the difficulty of the discussion, and urged everyone to move forward for the good of the city.

ADJOURNMENT

Mayor Montano adjourned the meeting at 1:57 PM.

Draft meeting minutes submitted by City Clerk, Suzanne Guzzetta

TENTATIVE CITY COUNCIL AGENDA ITEM LIST

as of 11/20/2025

December 16, 2025 – Regular Meeting

CLOSED SESSION

INVOCATION (Mayor Montano)

PRESENTATION

CONSENT CALENDAR

1. Receive City Council calendar for December 2025 and January 2026 (City Clerk)
2. Approve City Council Meeting minutes of November 18 and December 2, 2025 (City Clerk)
3. Preview list of items for January 13, 2026 (City Clerk)
4. Councilmember Request List (City Clerk)
5. Commission Appointments (City Clerk)
6. Award Professional Service Agreement for Material Testing and Inspection Services (Public Works / Engineering)

PUBLIC HEARINGS

7. AB 1600 (Finance)
8. Fee Schedule (Finance)

COMMUNITY DEVELOPMENT

9. Innovation District Parks and Trails Master Plan Study Session (Planning)

LEADERSHIP AND SUPPORT SERVICES

10. FY 2024-25 Comprehensive Annual Financial Report (Finance)

**MILPITAS CITY COUNCIL
AGENDA ITEM REQUESTS**

OPEN ITEMS				
Request No.	Topic	Submitted by:	Date Requested	STATUS and/or DATE scheduled on City Council meeting agenda:
1	Install debrillators on city properties	Barbadillo	10/28/2025	An update will be provided to the City Council on this item in November 2025
2	Place a billboard at the Sport Center to inform the community about events and activities	Montano	10/21/2025	An update on this item will be included in the next quarterly prioritization update.
3	Explore the creation of small parks in neighborhoods without them	Montano	10/21/2025	An update on this item will be included in the next quarterly prioritization update.

ACTIVE ITEMS				
Request No.	Topic	Submitted by:	Date Requested	STATUS and/or DATE scheduled on City Council meeting agenda:
4	Increase the amount of funding for the ADU Permit Subsidy	Council	11/4/2025	An update on this item will be included in the next quarterly prioritization update.
5	Council Special Events Fund to provide funding for City Councilmembers to attend local, non-political, events where their attendance is beneficial for the City of Milpitas	Montano/Chua	11/4/2025	An update on this item will be included in the next quarterly prioritization update.
6	Add to the existing Strategic Land Acquisition Revenue Reserve	Council	11/4/2025	An update on this item will be included in the next quarterly prioritization update.
7	Storefront and Crime Prevention Initiative by making funding available for businesses to focus on public safety related physical improvements to their storefronts.	Montano	11/4/2025	An update on this item will be included in the next quarterly prioritization update.
8	Revisit the mural selection committee process to make it more inclusive by involving all commissioners in the Arts Commission	Montano	8/19/2025	An update on this item will be included in the next quarterly prioritization update.
9	Expand the Milpitas SMART program to include service to the San Jose Airport	Lam	8/12/2025	An update on this item will be included in the next quarterly prioritization update.
10	Staff explore a program similar to San Leandro's, which provides Ring doorbell cameras to residents	Chua	8/12/2025	An update on this item will be included in the next quarterly prioritization update.
11	Develop a project management informational memo.	Barbadillo	4/1/2025	An update on this item will be included in the next quarterly prioritization update.
12	Look into adding an entertainment zone to Main Street.	Montano	3/4/2025	An update on this item will be included in the next quarterly prioritization update.
13	Staff provide a detailed analysis of overtime expenditures by department.	Barbadillo	3/4/2025	An update on this item will be included in the next quarterly prioritization update.
14	Look into a policy to require a Super Majority vote by Council for any deductions to budget reserves.	Chua	2/18/2025	An update on this item will be included in the next quarterly prioritization update.
15	Bring back a discussion regarding fentanyl-related issues	Barbadillo	2/18/2025	An update on this item will be included in the next quarterly prioritization update.
16	Feasibility study regarding a police satellite office.	Montano	2/18/2025	An update on this item will be included in the next quarterly prioritization update.
17	Staff organize a job fair for City job openings	Chua	11/19/2024	An update on this item will be included in the next quarterly prioritization update.
18	Bring back a study or analysis of the permit process	Chua	11/19/2024	An update on this item will be included in the next quarterly prioritization update.
19	Explore updating the city's business tax rate schedule	Chua	10/1/2024	An update on this item will be included in the next quarterly prioritization update.
20	Explore funding options for new signage following the decision to rename the Milpitas Library to the Milpitas Jose Esteves Library	Barbadillo	9/3/2024	An update on this item will be included in the next quarterly prioritization update.
21	Look into adopting an ordinance similar to San Jose allowing ADUs (Accessory Dwelling Units) to have a separate title and be sold separately.	Chua	8/13/2024	An update on this item will be included in the next quarterly prioritization update.
22	Conduct a traffic study on Escuela Parkway to address circulation concerns	Montano	5/7/2024	An update on this item will be included in the next quarterly prioritization update.

NOTE: Deferred and Completed Items are not listed

**MILPITAS CITY COUNCIL
AGENDA ITEM REQUESTS**

ACTIVE ITEMS				
Request No.	Topic	Submitted by:	Date Requested	STATUS and/or DATE scheduled on City Council meeting agenda:
23	Explore the possibility of augmenting the Planning Commission stipend	Barbadillo	4/16/2024	An update on this item will be included in the next quarterly prioritization update.
24	Consideration of the 20% Low Income Below Market Rate Housing	Montano	12/5/2023	An update on this item will be included in the next quarterly prioritization update.
25	Referral for utility infrastructure cost on Main Street from Carlo to Corning Streets	Montano	10/17/2023	An update on this item will be included in the next quarterly prioritization update.
26	Main Street International Festival	Lien	10/3/2023	An update on this item will be included in the next quarterly prioritization update.
27	Pickleball Pilot Project	Chua	2/28/2023	An update on this item will be included in the next quarterly prioritization update.
28	Main Street Infrastructure Projects	Montano	2/28/2023	An update on this item will be included in the next quarterly prioritization update.
29	Main Street Flooding at Library	Chua	2/28/2023	An update on this item will be included in the next quarterly prioritization update.
30	Have the City look into the possibility of a Citywide Senior Discount	Barbadillo	2/7/2023	An update on this item will be included in the next quarterly prioritization update.
31	Quarterly or Monthly crime statistics on Homekey Project	Chua	6/7/2022	An update on this item will be included in the next quarterly prioritization update.
32	Evaluate reopening the childcare center with a non-profit organization running the center	Montano	2/1/2022	An update on this item will be included in the next quarterly prioritization update.
33	Staff to look into mural Art on Great Mall Parkway on the VTA owned Light rail pillars	Montano	11/16/2021	An update on this item will be included in the next quarterly prioritization update.
34	Consider Community Museum and Park on Main St.	Phan	8/20/2019	Discussions with the property owner of this site are ongoing and staff is tracking returning to council by June 2025 with an update.

NOTE: Deferred and Completed Items are not listed



CITY OF MILPITAS AGENDA REPORT (AR)

Item Title:	Approve City Council Meeting Schedule for 2026 (Staff Contact: Suzanne Guzzetta, City Clerk, 408-586-3001)
Category:	Consent Calendar-Leadership and Support Services
Meeting Date:	11/18/2025
Recommendation:	Approve the 2026 Milpitas City Council meeting schedule, with any changes requested at the City Council meeting.

BACKGROUND:

Pursuant to [Milpitas Municipal Code Section I-1-2.01](#), the City Council shall hold its regular meetings on the first and third Tuesday of each month. Typically, in November of each year staff presents a proposed meeting schedule, noting any conflicts that may exist with regularly scheduled meeting dates for City Council review and approval.

ANALYSIS:

Historically, the City Council has canceled both regular meetings in July to allow for a summer recess. In 2019, the Council also approved the annual cancellation of the first regular meeting in August to allow participation in National Night Out activities, which take place on the first Tuesday of that month. This practice has continued in subsequent years. To accommodate this schedule, staff recommends holding a Special Meeting on August 11, 2026, to consider any business that would have been addressed on August 4.

Staff further recommends scheduling Special Meetings on the second Tuesdays in January 2026 (January 13) and November 2026 (November 10). The first January meeting date falls immediately after the City Hall winter holiday closure, leaving limited preparation time for staff. In November, the election occurs on November 3rd, and staff recommends cancelling the meeting scheduled for that date, with business rescheduled to November 10.

In addition, staff proposes scheduling Council study sessions in February and May 2026 to review the Preliminary Budget, Capital Improvement Program (CIP), and Operating Budget. A Special Meeting is also proposed to be scheduled on Wednesday, August 5, 2026, to accommodate election-related needs. Staff also recommends reserving placeholder dates for potential Special Meetings in April, September, and October 2026.

A draft 2026 City Council meeting calendar reflecting these recommendations has been prepared and is included in the agenda packet for Council review and confirmation.

FISCAL IMPACT:

There is no fiscal impact associated with this item.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):

The action is an organizational or administrative activity of the City government that will not result in direct or indirect physical changes in the environment and is not a project pursuant to Cal. Code of Regs., tit. 14, § 15378.

ATTACHMENT(S):

(a) 2026 Council Meeting Dates List

City of Milpitas City Council

2026 Regular and Special Meeting Dates

Regular Meetings are Scheduled for the 1st and 3rd Tuesdays of the Month at 7:00 PM, Special Meetings are Generally Scheduled for Tuesdays at 5:30 PM or at a Day/Time Polled for by Council Consensus. Special Meetings may also be called as needed.

Date	Time	Meeting Type and Notes
January 13, 2026	5:30 PM	Special Meeting
January 20, 2026	7:00 PM	Regular Meeting
February 3, 2026	7:00 PM	Regular Meeting with Mid-Year Budget Review
February 10, 2026	5:30 PM	Special City Council Meeting
February 24, 2026	4:00 PM	FY 2026-27 Preliminary Operating Budget and FY 2027-31 Capital Improvement Program Study Session
March 3, 2026	7:00 PM	Regular Meeting
March 17, 2026	7:00 PM	Regular Meeting
April 7, 2026	7:00 PM	Regular Meeting
April 21, 2026	7:00 PM	Regular Meeting
April 28, 2026	5:30 PM	Special Meeting
May 5, 2026	7:00 PM	Regular Meeting
May 12, 2026	4:00 PM	FY 2026-27 Operating Budget and FY 2027-31 Capital Improvement Program Study Session
May 19, 2026	7:00 PM	Regular Meeting
June 2, 2026	7:00 PM	Regular Meeting
June 16, 2026	7:00 PM	Regular Meeting
No Meetings Scheduled in July		
August 5, 2026 (Weds.)	5:30 PM	Special Meeting – If needed
August 11, 2026	5:30 PM	Special Meeting (in lieu of August 4 due to National Night Out)
August 18, 2026	7:00 PM	Regular Meeting
September 1, 2026	7:00 PM	Regular Meeting
September 15, 2026	7:00 PM	Regular Meeting
September 22, 2026	5:30 PM	Special Meeting
October 6, 2026	7:00 PM	Regular Meeting
October 20, 2026	7:00 PM	Regular Meeting
October 27, 2026	5:30 PM	Special Meeting
November 10, 2026	5:30 PM	Special Meeting (in lieu of November 3 due to Election)
November 17, 2026	7:00 PM	Regular Meeting
December 1, 2026	7:00 PM	Regular Meeting
December 15, 2026	7:00 PM	Regular Meeting

Note: The August 4 regular meeting is cancelled in observance of National Night Out, and associated business is rescheduled to Tuesday, August 11. Additionally, due to the election, the first November meeting is cancelled, with business to be conducted on November 10. Special meeting dates are subject to change.



CITY OF MILPITAS AGENDA REPORT (AR)

Item Title:	Consider Recommendations from Mayor Montano for Appointments to Rent Review Board (Contact: Suzanne Guzzetta, City Clerk, 408-586-3001)
Category:	Consent Calendar-Leadership and Support Services
Meeting Date:	12/2/2025
Recommendation:	Receive Mayor Montano's recommendations and approve and confirm recommendations for appointments to the Rent Review Board

BACKGROUND:

On [October 15, 2019](#), the City of Milpitas adopted Chapters [2](#) and [3](#) of Title XII of the Milpitas Municipal Code related to the adoption of a rent review program and tenant protections. In particular, the ordinance outlines a process for landlords to notify tenants of rent increases and the establishment of a Rent Review Board that would hold a hearing on the potential rent increase, upon request, if the mediation process between the tenant and the landlord is not successful, per [Section XII-2-9.01](#) of the Municipal Code,

The Rent Review Board's decision is non-binding on the parties and the rent increase shall be effective as provided in the notice of rent increase but subject to subsection [XII-2-7.06](#) (a landlord's failure to appear renders the increase void), unless the parties enter into an agreement pursuant to subsection [XII-2-9.00](#) of this Chapter.

On November 3, 2025, the City received a request for a Rent Review Board hearing from a tenant. Per the Municipal Code, a Rent Review Board hearing must be held within 45 days of this request (by December 19, 2025). Since the adoption of the rent review program ordinance in 2019, staff is not aware of a prior request for review that has been made to the Rent Review Board, and the seats of the Rent Review Board are not currently filled.

Per Section [XII-2-5.00](#) of the Milpitas Municipal Code, the Board must consist of five (5) members and one (1) alternative as follows:

- Two members shall be landlord representatives who own rental units in the City of Milpitas;
- Two members shall be tenant representatives who are residents of the City of Milpitas; and
- One member and one alternate shall be a neutral third party who is a resident of the City of Milpitas and is neither a landlord nor a tenant;
- The Rent Review Board members shall have a demonstrated interest in the issues considered by the Rent Review Board and will be selected based on their relevant experience.

Per [Section XII-2-5.01](#) of the Municipal Code, the Rent Review Board is intended to evaluate the reasonableness of proposed rent increases at the request of either a landlord or tenant pursuant to the rent review program set forth in the Municipal Code.

Per [Section XII-2-5.02](#) of the Municipal Code, members of the Rent Review Board generally serve four (4) year terms, with one of the landlord seats and one of the tenant seats serving an original two (2) year term such that term of appointment for members are staggered.

Per Government Code 40605, in a general law city where the office of Mayor is an elective office, the Mayor, with the approval of the City Council, shall make all appointments to boards, commissions, and committees unless otherwise specifically provided by statute.

The Milpitas Commissioner Handbook states that all Commissioners are expected to attend all regular meetings. Commissioners absent from three or more meetings in a year may be subject to removal from the Commission.

ANALYSIS:

The Mayor is expected to transmit their recommended appointments to the Rental Review Board prior to the City Council meeting. Due to timing, final names may not be available by the distribution of this agenda packet. If not, they will be distributed separately prior to the meeting. Appointments will include:

- Landlord Representatives:
- Tenant Representatives:
- Neutral Third Party Representative:
- Neutral Third Party Representative (alternate):

FISCAL IMPACT:

There is no fiscal impact associated with this item.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):

The action is an organizational or administrative activity of the City government that will not result in direct or indirect physical changes in the environment and is not a project pursuant to Cal. Code of Regs., tit. 14, § 15378.

ATTACHMENTS:

None



CITY OF MILPITAS AGENDA REPORT (AR)

Item Title:	Adopt a Resolution Delegating Authority to the City Manager or Designee to Approve and Execute Project-Related Documents and Urgent Administrative Items during the City Council Winter Recess (Staff Contact: Matt Cano, Assistant City Manager, 408-586-3012)
Category:	Consent Calendar-Leadership and Support Services
Meeting Date:	12/2/2025
Recommendation:	Adopt a resolution delegating authority to the City Manager, or their designee, to approve and execute project-related documents, including contract documents, and urgent administrative items during the City Council and City of Milpitas Housing Authority winter recess from after the last City Council meeting held on December 16, 2025 through January 13, 2026.

BACKGROUND:

The City Council and City of Milpitas Housing Authority have a scheduled recess between the last City Council meeting on December 16, 2024 and January 13, 2026, during which no City Council meetings are scheduled to take place. To ensure critical services and projects continue and are completed on time, it may be necessary to take action during Council recess. Therefore, it is requested the City Council and City of Milpitas Housing Authority authorize the City Manager, or their designee, to take appropriate action during the recess.

ANALYSIS:

Authorizing the City Manager, or their designee, to take appropriate actions, including signing contracts within City Council financial authority under the City of Milpitas Municipal Code, will ensure projects stay on schedule and that the City continues to provide vital services to the community. Deferring these actions until after the Council recess could lead to additional costs or delays to projects or services. A report summarizing any actions taken during the recess by the City Manager or their designee under this delegated authority will be presented to the City Council on January 13, 2026.

POLICY ALTERNATIVE(S):

Alternative: Do not approve the requested delegation of authority

Pros: Retains Council approval authority

Cons: Will not enable timely action on urgent project and administrative needs to ensure continued provision of vital services to the community.

Reason for not Recommending: Will not allow timely action to ensure the continued delivery of services to the community and time sensitive actions on projects during the Council recess.

FISCAL IMPACT:

Approval of any potential agreements or contracts are anticipated to be within the Council approved budget; therefore, there is no fiscal impact.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):

The action has no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment and is not a project pursuant to Pub. Resources Code, § 21065 and Cal. Code Regs., tit. 14, § 15378. Even if a project, the action is exempt from further CEQA review pursuant to Cal. Code Regs., tit. 14, § 15061(b)(3) as it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. The action is an

organizational or administrative activity of the City government that will not result in direct or indirect physical changes in the environment and is not a project pursuant to Cal. Code of Regs., tit. 14, § 15378.

ATTACHMENT(S):

(a) Resolution Designating City Manager Authority

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILPITAS AND THE HOUSING AUTHORITY TEMPORARILY DELEGATING AUTHORITY TO THE CITY MANAGER OR DESIGNEE TO APPROVE AND EXECUTE PROJECT-RELATED DOCUMENTS AND URGENT ADMINISTRATIVE ITEMS DURING THE CITY COUNCIL WINTER RECESS

WHEREAS, the City Council and the Housing Authority have a scheduled recess between the last City Council meeting on December 16, 2025 and January 13, 2026, during which no regular City Council meetings will take place; and

WHEREAS, it is necessary to ensure that critical services and projects continue and are completed on time during the Council recess; and

WHEREAS, authorizing the City Manager, or their designee, to take appropriate actions, including signing contracts within the City Council's financial authority under the Municipal Code, will ensure projects stay on schedule and that the City continues to provide vital services to the community; and

WHEREAS, deferring these actions until after the Council recess could lead to additional costs or delays to projects or services; and

WHEREAS, a report summarizing any actions taken by the City Manager or their designee during the recess under this delegated authority will be presented to the City Council on January 13, 2026; and

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

1. The City Manager, or their designee, is authorized to take appropriate actions, including the approval and execution of project-related documents and urgent administrative items exceeding \$100,000, during the City Council and Housing Authority winter recess from the last City Council meeting held in December 2025 through January 13, 2026.
2. A report summarizing any actions taken by the City Manager or their designee during the recess under this delegated authority will be presented to the City Council on January 13, 2026.

PASSED AND ADOPTED this 2nd day of December 2025, by the following vote:

AYES: (0)

NOES: (0)

ABSENT: (0)

ABSTAIN: (0)

ATTEST:

APPROVED:

Suzanne Guzzetta, City Clerk

Carmen Montano, Mayor

APPROVED AS TO FORM:

Christopher Creech, Acting City Attorney



CITY OF MILPITAS AGENDA REPORT (AR)

Item Title:	Adopt a Resolution Approving the Extension of the Memorandum of Understanding between the City of Milpitas and the Milpitas Mid-Management and Confidential Unit (Mid-Con) Covering the Period of July 1, 2025 through June 30, 2026 (Staff Contact: Kelli Parmley, Human Resources Director, 408-586-3086; Luz Cofresí-Howe, Finance Director, 408-586-3111)
Category:	Consent Calendar-Leadership and Support Services
Meeting Date:	12/2/2025
Recommendation:	Adopt a resolution to: (1) approve the extension of the Memorandum of Understanding between the City of Milpitas and the Milpitas Mid-Management and Confidential Unit (Mid-Con) covering the period of July 1, 2025 through June 30, 2026; (2) amend the Classification Plan; and (3) amend the Adopted, Amended FY 2025-26 Operating Budget by authorizing necessary financial and personnel actions to implement the Mid-Con Memorandum of Understanding extension.

BACKGROUND:

The Memorandum of Understanding (MOU) between the City of Milpitas and the Milpitas Mid-Management and Confidential Unit (Mid-Con), an affiliate of LIUNA/UPEC expired on June 30, 2025. Thus, the City needs to extend the current MOU.

ANALYSIS:

City representatives and representatives from Mid-Con met and conferred in good faith to negotiate a new Memorandum of Understanding. The City and MEA began negotiations on April 10, 2025 and met six (6) times prior to mid-June. On June 26, 2025 the union filed for impasse with the Public Employee Relations Board (PERB) and impasse proceedings were held on August 25, 2025. The Fact Finder report was released publicly on September 8, 2025. On September 26, 2025 the City was notified the union held a strike authorization vote. The City and the Union had open channels of communication while each prepared for a potential strike in early November. However, with the authority approved by City Council on November 4, 2025, a Tentative Agreement was reached and the strike was averted.

The Tentative Agreement has been reached with an extension of the current Memorandum of Understanding with an effective date of July 1, 2025 and will remain in effect through June 30, 2026. The Mid-Con Bargaining Group voted in favor of the Extension of the Memorandum of Understanding (Extension Agreement) on November 12, 2025. The major items of the Extension Agreement are:

28.01 July, 2025 Salary Schedule Increase: Effective the first full pay period in July, 2025, the July 2024 Salary Schedule will be increased by five percent (5%).

28.06 As soon as administratively possible following adoption of this Extension Agreement by the City Council, the City will pay each bargaining unit member a one-time lump sum, non-pensionable payment of two thousand four hundred and fifty dollars (\$2,450.00).

28.07 Longevity Pay: employees shall be eligible for longevity pay as follows:

- (a) Effective the first full pay-period after the employee's 9th year of service, a longevity incentive of one percent (1%) over base pay.
- (b) Effective the first full pay-period after the employee's 14th year of service, a longevity incentive of two percent (2%) over base pay,
- (c) Effective the first full-pay period after the employee's 19th year of service, a longevity incentive of three percent (3%) over base pay,

Section 34.04 Use of City Owned Vehicles: The City agrees to continue to provide the Emergency Management Coordinator with a take-home vehicle for the duration of the MOU.

The Extension of The Memorandum of Understanding is included in the City Council agenda packet as Exhibit A to the Resolution to approve the MOU. The draft MOU document was available for public review starting on November 19, 2025 per the 10-day period required by the City of Milpitas Open Government Ordinance.

POLICY ALTERNATIVE(S):

Alternative 1: Do not adopt the Resolution in the Recommendation

Pros: The City would not incur additional costs due to wage increases.

Cons: The City would not have a current MOU with this bargaining group representing over 60 City employees who provide essential services to the Milpitas community.

FISCAL IMPACT:

The FY 2025-26 Adopted, Amended Operating Budget includes \$353,853 for a 3% wage increase for Mid-Con employees. The additional recurring cost for the wage increase from 3% to 5% plus longevity is approximately \$257,807. This \$257,807 ongoing cost will be funded through the following recurring sources: the reduction of \$75,000 in holiday lighting costs by transitioning from an external service provider to City forces for a smaller-scale production; the elimination of one full-time vacant Office Assistant position and a vacant part-time assistant in the City Manager's office for a total of \$130,000; contractual savings of \$43,000 through renegotiation of employee benefits; and restructuring of the Information Technology (IT) Department by converting the currently vacant IT Deputy Director position to IT Manager, reducing salary and benefits by approximately \$25,000. For one-time costs associated with this negotiated MOU, the City Budget Reserves contain sufficient funds to cover the lump sum, non-pensionable expense of approximately \$147,000.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):

The action has no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment and is not a project pursuant to Pub. Resources Code, § 21065 and Cal. Code Regs., tit. 14, § 15378. Even if a project, the action is exempt from further CEQA review pursuant to Cal. Code Regs., tit. 14, § 15061(b)(3) as it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. The action is an organizational, administrative, and/or personnel activity of the City government that will not result in direct or indirect physical changes in the environment and is not a project pursuant to Cal. Code of Regs., tit. 14, § 15378.

Attachment(s):

- (a) Resolution Approving Mid-Con MOU Extension
- (b) Exhibit A – Extension of the Memorandum of Understanding
- (c) Exhibit B – All Job Classifications/Salary Table Effective 07/1/2025

RESOLUTION NO. ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILPITAS ADOPTING THE EXTENSION OF THE MEMORANDUM OF UNDERSTANDING WITH MILPITAS MID-MANAGEMENT AND CONFIDENTIAL UNIT, AN AFFILIATE OF LIUNA/UPEC LOCAL 792, FOR THE PERIOD OF JULY 1, 2025, THROUGH JUNE 30, 2026, APPROVING AND ADOPTING THE PAY SCHEDULE TITLED “ALL JOB CLASSIFICATIONS/SALARY TABLE”, AND AMENDING THE ADOPTED, AMENDED FY 2025-26 OPERATING BUDGET BY AUTHORIZING NECESSARY FINANCIAL AND PERSONNEL ACTIONS TO IMPLEMENT THE MID-CON MEMORANDUM OF UNDERSTANDING EXTENSION

WHEREAS, the most recent Memorandum of Understanding (MOU) between Milpitas Mid-Management and Confidential Unit (Mid-Con), an affiliate of LIUNA/UPEC Local 792, and the City of Milpitas covered the period of July 1, 2023 through June 30, 2025; and

WHEREAS; representatives of Mid-Con and UPEC Local 792 and the City of Milpitas met in good faith and negotiated a successor MOU; and

WHEREAS, the Extension of the MOU between Mid-Con and the City of Milpitas shall be effective July 1, 2025, through June 30, 2026, a copy of which is attached as “**Exhibit A**.”

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

1. The City Council has considered the full record before it, which may include but is not limited to such things as the staff report, testimony by staff and the public, and other materials and evidence submitted or provided to it. Furthermore, the recitals set forth above are found to be true and correct and are incorporated herein by reference.
2. The Extension of the MOU between Milpitas Mid-Management and Confidential Unit and the City of Milpitas, attached hereto as **Exhibit A**, is hereby approved and the City Representatives are hereby authorized to execute it.
3. The City Council hereby approves and adopts **Exhibit B**, the pay schedule “ALL JOB CLASSIFICATIONS/SALARY TABLE effective July 1, 2025,” which shall supersede the prior classification/salary table.
4. The City Council hereby approves and amends the Adopted, Amended FY 2025-26 Operating Budget by authorizing necessary financial and personnel actions to implement the Mid-Con Memorandum Of Understanding Extension.

PASSED AND ADOPTED this ____ day of _____, 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Suzanne Guzzetta, City Clerk

APPROVED AS TO FORM:

Christopher Creech, Interim City Attorney

APPROVED:

Carmen Montano, Mayor

EXTENSION OF THE MEMORANDUM OF UNDERSTANDING BY AND BETWEEN THE CITY OF MILPITAS AND THE MID-MANAGEMENT AND CONFIDENTIAL UNIT

The City of Milpitas and the Milpitas Mid-Management and Confidential Unit (“Union”), through their designated bargaining representatives, hereby agree that the term of the parties’ Memorandum of Understanding (“MOU”), presently in effect from through June 30, 2025, will be extended for a period of twelve months, from July 1, 2025 until June 30, 2026. Except as expressly revised below, all terms and conditions of the MOU shall remain in full force and effect for the term of the extension.

The following sections of the MOU are revised as follows:

PREAMBLE

The second paragraph of the Preamble of the MOU is revised to provide that the term of the MOU is extended by twelve months, to expire on June 30, 2026.

SECTION 28 – SALARY

28.01 July, 2025 Salary Schedule Increase: Effective the first full pay period in July, 2025, the July 2024 Salary Schedule will be increased by five percent (5%).

28.06 [NEW] As soon as administratively possible following adoption of this Extension Agreement by the City Council, the City will pay each bargaining unit member a one-time lump sum, non-pensionable payment of two thousand four hundred and fifty dollars (\$2,450.00).

28.07 [NEW] Longevity Pay: employees shall be eligible for longevity pay as follows:

- (a) Effective the first full pay-period after the employee’s 9th year of service, a longevity incentive of one percent (1%) over base pay.
- (b) Effective the first full pay-period after the employee’s 14th year of service, a longevity incentive of two percent (2%) over base pay,
- (c) Effective the first full-pay period after the employee’s 19th year of service, a longevity incentive of three percent (3%) over base pay,

Section 34.04 Use of City Owned Vehicles: The City agrees to continue to provide the Emergency Management Coordinator with a take-home vehicle for the duration of the MOU.

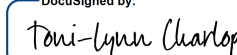
All other terms and conditions in the MOU shall remain status quo for the term of the extension.

Richard C. Bolanos, LCW

Signed by:

Ryan Heron, UPEC Local 792
November 13, 2025

Kelli Parmley

DocuSigned by:

Toni-Lynn Charlop
November 13, 2025

Deanna J. Santana

DocuSigned by:

Liz Medina
November 13, 2025

MEMORANDUM OF UNDERSTANDING

BETWEEN THE

CITY OF MILPITAS

AND

**UNITED PUBLIC EMPLOYEES OF CALIFORNIA
(UPEC LOCAL 792, AFL-CIO)**

(MID-MANAGEMENT AND CONFIDENTIAL UNIT)

July 1, 2019 – June 30, 2023

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**MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF MILPITAS
THE MID-MANAGEMENT AND CONFIDENTIAL UNIT,
REPRESENTED BY UPEC LOCAL 792, AFL-CIO**

July 1, 2019 – June 30, 2023

PREAMBLE

The term of this Memorandum of Understanding (MOU) is from July 1, 2019 through June 30, 2023.

This MOU shall apply to represented permanent and probationary employees hereafter referred to as “employee(s)” unless otherwise specifically indicated, assigned to those classes listed in the salary schedule set forth in Appendix “A” attached hereto. When classes are created which the City determines fall under the representation of the Union, this MOU shall also apply.

Appendix “A” also indicates whether employees covered by this MOU are “hourly non-exempt” employees whom the City pays overtime or “exempt” employees whom the City does not pay overtime.

SECTION 1.00 - EMPLOYEE RIGHTS

Any employee in the City's competitive service may join, organize or maintain membership in a labor organization if the employee so desires. The City neither encourages nor discourages these activities, nor does membership or non-membership in any labor organization affect the employee's standing or right as a City employee. The right to join, organize, or maintain membership in a labor organization is also extended to any association of municipal employees not identified with any labor organization. The right to join a labor union or any association of municipal employees also includes the right not to join. Any employee desiring to join, remain a member, or become independent of any such organization or association must be free to exercise their right without undue influence, coercion, intimidation, or pressure of any kind from any person.

1.01 City employees participating in organizational or other labor union activities or similar activities of any employee association are required to conduct such activities on their own time and not during regularly assigned working hours, with the following exceptions:

1.01.1 A steward representing or assisting a fellow employee in the presentation of a grievance may utilize such time as is essential for the presentation of the grievance to management during working hours; however, solicitation of grievances shall be on the steward and employee's own time.

1.01.2 Officials of any organization representing City employees may meet on City time with the City Manager or other City officials when such meeting times are approved by the City Manager or designee.

- 1.01.3 Representatives of the Union, having business (other than recruiting of members) with the officers or individual members of the Union may meet and confer with such officers or members during the course of the working day for a reasonable period of time provided that permission is first obtained from the Department Head or the employee's immediate supervisor, and further provided that the conduct of such business will in no way conflict with the performance of City business.
- 1.02 Use of work place or premises for organizational activities other than the presentation of a grievance or the conduct of business as provided for above, is permitted only after working hours, with the advance notice to the Human Resources Director or City Manager and shall in no way interfere with the performance of official duties of on-duty personnel. Official bulletin boards may be used only for notice of meetings of any employee organizations and for no other organizational purpose. The City shall, however, provide space upon request at any City facility for a union or employee association furnished, installed and maintained bulletin board for posting of notices and bulletins and a magazine rack for the distribution of union or association literature.
- 1.03 In accordance with A.B. 119 (2017), every one (1) month, the City shall remit all sums deducted to the Union. The City will share with Mid Con the following information related to newly hired employees: the name, job title, work location, work, home, and personal cellular telephone numbers, personal email addresses on file with the City, and home address of all employees within 30 days of the new hire and will provide an accumulated total annual amount deducted per employee.
- 1.04 The City will notify the Labor Relations Representative of new hire orientations, so that the Union Representative may attend the orientation.

SECTION 2.00 - CITY RIGHTS

- 2.01 Unless specifically in conflict with this MOU or any formal legislative action by the City Council (i.e. resolution or ordinance), all management rights shall remain vested exclusively with the City. City management rights include, but are not limited to, the following rights, which the City may exercise in its discretion:
 - 2.02.1 To determine the mission of all constituent departments, commissions, and boards;
 - 2.02.2 To set standards of service;
 - 2.02.3 To determine the appropriate levels of City services, except where defined in the MOU;
 - 2.02.4 To take disciplinary action for just and sufficient cause(s);
 - 2.02.5 To determine the procedures and standards of selection for employment;

- 2.02.6 To organize and reorganize its departments and affairs, and to otherwise exercise complete control and discretion over its organization;
- 2.02.7 To employ any appropriate means or method to maintain the efficiency of governmental operations and administration;
- 2.02.8 To determine the methods, means, and personnel by which government operations are to be conducted;
- 2.02.9 To determine the procedure and standards for selection for employment and determine the content of job classifications;
- 2.02.10 To determine when an emergency exists and to take all necessary action to carry out its mission in emergencies, including recalling and deploying off-duty personnel and requiring that employees work overtime;
- 2.02.11 To exercise complete control and discretion over its organization and technology;
- 2.02.12 Except in case of emergency the City shall give written notice in advance of any contract with third parties which shall result in the lay-off, demotion, or transfer of any employee represented by the union and shall meet and confer with the union regarding the same upon reasonable written notice;
- 2.02.13 To direct employees, make assignments, and require overtime work;
- 2.02.14 To transfer or reassign employees, as outlined in the MOU;
- 2.02.15 To layoff employees by position for reasons such as elimination of positions through City Council resolution, lack of work, budgetary considerations (including without limitation lack of funds or revenue downturn), reorganization, and failed probation so long as the reason is legitimate.
- 2.02.16 Any agreement between the City and the Union evidenced by a Memorandum of Understanding pursuant to Government Code Section 3500 et. seq. shall take precedence over any of the above enumerated employee and management rights; and that such a Memorandum of Understanding shall be honored in good faith during the life of this contract;
- 2.02.17 Any violation of the policies and procedures created by this MOU may be subject to disciplinary action as defined by this MOU; and
- 2.02.18 The parties acknowledge that the City shall have the right to amend its personnel rules and regulations, personnel ordinances and resolutions, and employer-employee relations resolution during the term of the Memorandum of Understanding. Such rules and policies may be implemented following compliance with the Meyers-Milias-Brown Act.

SECTION 3.00 – DISCIPLINE

3.01 Grounds for Discipline

Discipline shall be imposed for good cause based upon, but not limited to, the following conduct:

- 3.01.1 Fraud in securing appointment or falsification concerning records, fellow employees, or work performed;
- 3.01.2 Failure to perform satisfactorily the duties and responsibilities of an employee's classification;
- 3.01.3 Neglect of duty;
- 3.01.4 Insubordination;
- 3.01.5 Reporting for or performing duty under impairment as a result of alcohol and/or drug use;
- 3.01.6 Dishonesty or misuse of, or misappropriation of City property and funds;
- 3.01.7 Conviction of any crime relating to the function of an employee's classification;
- 3.01.8 Unauthorized absence;
- 3.01.9 Non-observance of employee's work hours, including tardiness, and abuse of sick leave privileges;
- 3.01.10 Discourteous or non-cooperative treatment of the public or other employees;
- 3.01.11 Conduct, either during or outside of duty hours, which is of such a nature that it causes discredit to the employee's department or the City;
- 3.01.12 Any discriminatory act or omission based on race, age, sex, religion, political opinion or affiliation, national origin, marital status, physical or mental disability, color, creed, ancestry, sexual orientation, or medical condition towards employees, applicants, independent contractors, City Council and Commission members, and/or citizens.
- 3.01.13 Violation of any condition of employment set forth in the Municipal Code, Personnel Rules and Regulations, City or department policies or procedures, or Memoranda of Understanding approved by formal action of the Council;
- 3.01.14 Violation of the City department's or this MOU's outside employment work policy;
- 3.01.15 Knowingly filing or pursuing a false charge;

3.01.16 Acceptance of a gift or gratuity for performing a City employment related favor or service;

3.01.17 Threats of violence or acts of unjustified non-defensive violence towards fellow employees or members of the public in the workplace.

3.02 Types of Disciplinary Actions

3.02.1 Written Reprimand: A written memorandum outlines the violation(s) being addressed and the expected actions to be taken by the employee in response to the memorandum. The written reprimand contains an indication of subsequent disciplinary steps to be taken in the event that the employee fails to respond appropriately. A copy of the written reprimand shall be placed in the employee's official personnel record.

The Human Resources Director shall remove a letter of reprimand from a personnel file based upon a written request submitted by the employee provided there has been no additional disciplinary actions during the subsequent thirty-six (36) months.

3.02.2 Suspension: In the event of more severe or repeated violations, the employee may be relieved of duty by the City for a specified period of time without pay. Such suspension shall not exceed thirty (30) calendar days.

3.02.3 Reduction in Salary Range: In the event of more severe or repeated violations, the employee's salary may be reduced by the City within the range for the position held. Such reduction in salary may be made on a permanent or temporary basis.

3.02.4 Involuntary Demotion: In the event of more severe or repeated violations, the employee may be reduced in rank and pay by the City. Such demotion may be made on a permanent or temporary basis.

3.02.5 Termination of Employment: In the event of more severe or repeated violations, the City may dismiss the employee from City service.

3.03 Pre-Disciplinary Procedures

In the case of a termination, demotion, suspension, reduction in salary, or involuntary disciplinary demotion, the following pre-disciplinary procedures shall apply:

3.03.1 The City shall notify the employee in writing of the following:

(a) The proposed disciplinary action;

(b) The nature of the charges and/or violation of City ordinances, resolutions, written procedures, municipal code, or departmental

regulations and policies;

- (c) The reasons for the proposed action;
- (d) The materials upon which the action is based;
- (e) The opportunity of the employee to respond to the charge(s) in writing and/or in person before a designated City representative at a specified place and time; and
- (f) The right of the employee to have a representative present at any disciplinary meeting or hearing.

3.03.2 Any employee who desires to respond orally may do so by appearing at the appointed place and time. However, the employee is not entitled to an evidentiary hearing, and the sole purpose of the meeting shall be to hear the response of the employee to the charges. The employee shall be entitled to representation, but shall not be entitled to present witnesses, unless the City determines that the presentation of witnesses is necessary.

3.03.3 In the event that the employee is unable to respond to the charges within the time permitted, and demonstrates the reasonableness of a continuance, the City may grant a continuance.

3.03.4 As soon as practical after the employee has had an opportunity to present a response, the City shall notify the employee in writing of the nature and extent of the discipline, if any, and the time of commencement thereof. Said notification shall also advise the employee of any right of appeal.

3.04 Appeal: An employee may appeal a termination, suspension, reduction in salary, or involuntary disciplinary demotion in the same manner as a grievant may appeal a grievance determination as set forth in Section 7.03.6. of this MOU.

SECTION 4.00 - LAYOFF

4.01 Any layoff shall be according to the procedures and seniority as defined in Municipal Code Section VI-102.

4.01.1 The City Manager, after review with the Department Head and the Human Resources Director, may lay off an employee because of material change in duties, organization, or shortage of work or funds in the department or the City.

4.01.2 The Human Resources Director shall notify the affected employee(s) in writing at least thirty (30) days in advance of the intended layoff and of their option to accept a voluntary demotion in lieu of layoff.

- 4.01.3 Employees laid-off or accepting demotions in lieu of layoff shall be placed on a Re-employment List in inverse order of displacement for an appropriate classification for three (3) years.

SECTION 5.00 - RESIGNATION

- 5.01 An employee wishing to resign in good standing shall file with the Department Head a written resignation at least two calendar weeks before the effective date of termination, stating the reasons for leaving. The resignation shall be forwarded to the Human Resources Director. Failure to comply with this requirement shall be entered in the service record of the employee and may be cause for denying future employment with the City.

SECTION 6.00 - OTHER EMPLOYMENT

- 6.01 Employees may engage in other employment or business activity that does not conflict with the employee's duties and which does not involve time demands that would reduce the employee's efficiency.
- 6.02 An employee's outside employment, activity, or enterprise may be prohibited if it:
 - 6.02.1 Involves the use for private gain or advantage of City time, facilities, equipment and supplies; or the badge, uniform, prestige or influence of the City office or employment.
 - 6.02.2 Involves receipt or acceptance by the employee of any money or other consideration from anyone other than the City for the performance of an act which the employee, if not performing such act, would be required or expected to render in the regular course of hours of City employment or as a part of regular duties.
 - 6.02.3 Involves the performance of an act, which may later be subject directly or indirectly to the control, inspection, review, audit, or enforcement of any other employee of the City.
 - 6.02.4 Involves such time demands as would reduce the employee's efficiency or safe operations of equipment, such as sleep deprivation or physical exhaustion prior to start of employee's shift. In no case shall the employee conduct non City business during City work hours.
- 6.03 Employees must obtain approval from their Department Head and the Human Resources Director of other employment or business activities in writing prior to engaging in such activities. Disapproval of other employment may be appealed to the City Manager whose decision shall be final

SECTION 7.00 – GRIEVANCE PROCEDURE

7.01. Definitions

- 7.01.1 For the purposes of this section, a “grievance” is any dispute, which involves the interpretation or application of this MOU, or appeal of certain formal disciplinary actions. If any party initiates litigation including but not limited to administrative proceedings with a state or federal agency such as OSHA, EEOC, DFEH, PERB, etc. concerning a matter which is otherwise subject to the grievance process, the other party may (at their discretion) deem the litigating party as having elected judicial/administrative remedies and waived any rights under this grievance procedure. Performance appraisal reviews are not grievable.
- 7.01.2 A “grievant” is any employee adversely affected by an alleged violation of the specific provisions of the MOU, or the Union, on behalf of one or more employees in the Mid-Management and Confidential Unit adversely affected by an alleged violation of the specific provisions of the MOU.
- 7.01.3 A “working day” is any day in which City Hall is open for business.
- 7.01.4 “Employee organization” is the Mid-Management and Confidential Unit, represented by UPEC Local 792, AFL-CIO.

7.02 General Provisions

- 7.02.1 Every effort will be made by the parties to settle grievances at the lowest possible level.
- 7.02.2 Until final disposition of a grievance, a grievant employee shall comply with the directions of the grievant’s immediate supervisor.
- 7.02.3 No party to a grievance shall take any reprisals against the other party to the grievance because the party participated in an orderly manner in the grievance procedure.
- 7.02.4 Failure of the grievant to adhere to the time deadlines shall mean that the grievance is withdrawn. The grievant and the City may extend any time deadline by written mutual agreement. Furthermore, if there is a mutual written agreement, the grievant may skip a step in the grievance process. The employee concerned shall be personally present at all stages of the grievance procedure unless that employee specifically waives the right in writing.
- 7.02.5 Every effort will be made to schedule meetings for the processing of grievances at times which will not interfere with the regular working day of the participants. If any grievance meeting or hearing must be scheduled during duty hours, any employee required by either party to participate as a witness or grievant in such meeting or hearing shall be released from regular duties without loss of pay for a reasonable amount of time. Overtime is not

provided for off-duty time except for witnesses requested to testify by the City.

7.02.6 Either the City or the grievant may be represented at any step of the procedure by an individual of the party's choice.

7.02.7 An employee may at any time present grievances to the City and have such grievances adjusted without the intervention of the Union, as long as the adjustment is reached prior to arbitration and is not inconsistent with the terms of this MOU or the Personnel Rules; provided that the City shall not agree to a resolution of a grievance until the employee organization has received a copy of the grievance and the proposed resolution and has been given the opportunity to file a response.

7.02.8 The City and the Union may agree to consolidate grievances at any level.

7.03 Procedure

7.03.1 Grievances must be in writing, and initiated within twenty (20) working days following the occurrence, or knowledge of the events on which the grievance is based. Failure to do so will result in the employee being barred from advancing the grievance. A grievance, or a copy of the grievance, should be provided to the grievant's supervisor, Department Head, and the Director of Human Resources.

7.03.2 Element of a Grievance

The written grievance shall include:

- (a) a description of the specific facts and grounds upon which the grievance is based including names, dates, and places necessary for a complete understanding of the grievance;
- (b) a specific explanation of how the grievant has been adversely affected;
- (c) listing of the provisions of the MOU, which are alleged to have been violated;
- (d) a listing of specific actions requested by the grievant of the City which will remedy the grievance, including a specific dollar amount, and the basis for the dollar amount, of any alleged damages at issue, provided the employee has access to relevant financial data;
- (e) a statement declaring self-representation or the selection of representation by the Union for said grievance;
- (f) the printed name and signature of the grievant;
- (g) the name, address and telephone number of the person(s) to whom notices may be sent regarding the grievance; and
- (h) date of grievance.

Grievances that fail to include these elements may not be considered or appealed unless the City waives this section.

7.03.3 Informal Resolution

It is the intent to deal with and settle grievances informally, at the nearest practical organizational level, and as promptly and fairly as possible. An employee who has a grievance shall first try to settle it through discussions with the employee's immediate supervisor. The immediate supervisor shall respond within thirty (30) working days which may be extended ten (10) working days with notice to the grievant and/or the parties may by mutual agreement extend the time which is necessary to resolve the grievance. Any decisions rendered shall be consistent with the authority to do so. If the employee is not satisfied with the outcome of the informal resolution the employee may advance the grievance to Level I.

7.03.4 Level I – Department Head

If the employee is not in agreement with the informal decision rendered, he/she shall have the right to file a formal written appeal to the Department Head (with a copy to the Human Resources Director) within fifteen (15) working days after the date a decision has been rendered. The appeal shall include a copy of the written response(s) provided by the City during the informal step of this grievance procedure. The appeal shall contain an explanation why the grievant believes the decision at the informal grievance step was unsatisfactory. The Department Head shall consider the grievance, and submit a written response within fifteen (15) working days.

7.03.5 Level II– Human Resources Director

If the employee is not in agreement with the decision rendered by the Department Head, he/she shall have the right to file a formal written appeal to the Human Resources Director within ten (10) working days after the date a decision has been rendered at Level I. This appeal shall include a copy of the written grievance, the grievant's appeal to Level I, and any written response(s) provided by the City during the prior steps of the grievance process. The appeal shall contain an explanation why the grievant believes the decision at Level I was unsatisfactory. The Human Resources Director shall consider the grievance, and submit a written response within fifteen (15) working days.

7.03.6 Level III– City Manager

If the employee is not in agreement with the decision rendered by the Human Resources Director, he/she shall have the right to file a formal written appeal to the City Manager (with a copy to the Human Resources Director) within ten (10) working days after the date a decision has been rendered at Level II. This appeal shall include a copy of the written grievance, the grievant's appeal to Level II, and any written response(s) provided by the City during the prior steps of the grievance process. The appeal shall contain an explanation why the grievant believes the decision at Level II was unsatisfactory. The City Manager shall consider the grievance, and submit a written response within

fifteen (15) working days. Unless the grievance is subject to arbitration (as defined herein), the City Manager's decision is final.

7.03.7 Level IV – Arbitration

- (a) In the case of a disciplinary appeal of a termination, suspension, reduction in salary, or involuntary disciplinary demotion, an employee may appeal to arbitration as set forth in this Section a final disciplinary decision made under Section 3.03.4 of this MOU.

In the case of a grievance concerning interpretation or application of this MOU, and if the grievance is otherwise subject to arbitration, and the Union is not satisfied with the decision of the City Manager, the Union may within fifteen (15) working days of the date of the City Manager's decision submit a request in writing to the Human Resources Director that the grievance be submitted to arbitration. The Union and the City shall attempt to agree upon an arbitrator. If no agreement can be reached, they shall request that the State Conciliation Service supply a panel of five (5) names of persons experienced in hearing grievances involving public employees. Each party shall alternately strike a name until only one (1) name remains. The remaining panel member shall be the arbitrator. The order of striking shall be determined by lot.

- (b) If either the City or the Union so requests, an arbitrator shall hear the merits of any issue raised regarding arbitrability of a grievance first. No hearing on the merits of the grievance will be conducted until the issue of arbitrability has been decided. If the issue of arbitrability is heard by an arbitrator and the arbitrator decides the underlying dispute is arbitrable, a different arbitrator shall hear the merits of the underlying grievance, if the City or the Union so requests.
- (c) The arbitrator shall, as soon as possible, hear evidence and render a decision on the issues or issues. If the parties cannot agree upon a submission agreement, the arbitrator shall determine the issues by referring to the written grievance and the answers thereto at each step. A certified court reporter shall record the entire arbitration hearing unless the parties mutually agree otherwise.
- (d) The jurisdiction and authority of the arbitrator so selected and the opinions the arbitrator expresses will be confined exclusively to the interpretation of the express provision or provisions of the MOU. The arbitrator shall be without power or authority to make any decision that requires the City to do an act prohibited by law.
- (e) After a hearing and after both parties have had an opportunity to make written arguments, the arbitrator shall submit written findings and a decision which is final and binding on all parties.

- (f) The fees and expenses of the arbitrator and the certified court reporter shall be shared equally by the City and the Union. The one exception is that the City shall pay all the fees and expenses of the arbitrator for employee appeals of disciplinary actions in which the Union chooses not to represent the employee at the appeal. Financial responsibility shall be confirmed prior to selection of an arbitrator. All other expenses shall be borne by the party incurring them, and neither party shall be responsible for the expense of witnesses called by the other. A party requesting a transcript shall bear the cost thereof; or if each party receives a copy the cost will be shared equally.
- (g) This grievance procedure is the exclusive remedy to resolve disputes as described herein.

SECTION 8.00 - ANNUAL VACATION LEAVE

- 8.01 All employees shall be entitled to paid annual vacation leave beginning at the end of the first six months of service with the City. However, vacation credits shall be accrued beginning with the date of initial appointment. For non-exempt employees, vacation is earned on the basis of hours in paid status. For purposes of this section, a “working day” shall refer to eight (8) work hours.
 - 8.01.1 During the first through fourth years of service, vacation shall be accrued at the rate of 11 working days per year for hourly employees, and 16 working days per year for exempt employees.
 - 8.01.2 Beginning the fifth year of employment through the ninth year of employment, vacation shall be accrued at the rate of 16 working days per year for hourly employees, and 21 working days per year for exempt employees.
 - 8.01.3 Beginning the tenth year of employment through the fourteenth year of employment, vacation shall be accrued at the rate of 21 working days per year for hourly employees, and 26 working days per year for exempt employees.
 - 8.01.4 Beginning the fifteenth year of employment through the nineteenth year of employment, vacation shall be accrued at the rate of 26 working days per year for hourly employees, and 31 working days per year for exempt employees.
 - 8.01.5 Beginning and following the twentieth year of employment, vacation shall be accrued at the rate of 31 working days per year for hourly employees, and 36 working days per year for exempt employees.
- 8.02 Employees who work less than full time shall earn vacation credits on a pro-rated basis.
- 8.03 Each employee shall be required to have served the equivalent of one year of continuous service in the City in order to be eligible for the employee's full annual vacation leave, provided however, that after six months of continuous service hourly employees may be permitted to take vacation leave not to exceed forty (40) work hours and exempt

employees may be permitted to take vacation leave not to exceed the equivalent of one work week.

- 8.04 The times during a calendar year at which an employee may take vacation shall be determined by the department head or designee with due regard for the wishes of the employee and particular regard for the needs of the municipal service. If the requirements of the municipal service are such that an employee must defer part or all of his/her annual vacation in a particular calendar year, the appointing power shall permit the employee to take such deferred vacation during the following calendar year or allow the employee to cash out said vacation at his/her option, to the extent of the deferred portion.
- 8.05 On the last day of the pay period that includes December 31 in 2019 (going forward effective June 1st 2020), no employee may accumulate and carry-over a vacation balance in excess of 260 work-hours, without the express approval of the City Manager or designee. On the first full pay period after December 31, 2019 and then going forward June 1st, any hours above 260 will be cashed out. No employee shall be allowed to be on paid leave for a period of over three-hundred and twenty (320) consecutive work hours.
- 8.06 In the event one or more municipal holidays fall within an annual vacation leave, such holidays shall not be charged as vacation leave.
- 8.07 Upon separation from the service for any reason, an employee shall be compensated for all accrued vacation leave.
- 8.08 Each fiscal year, an employee may elect to cash out up to forty (40) hours of accrued vacation, except for employees whose annual vacation balance at the time of requested cash out exceeds 15 working days per year who may cash out up to eighty (80) hours, as follows:
- 8.08.1 The employee uses at least one full workday of paid vacation leave. Vacation cash-outs must be requested in advance and are contingent upon having an approved vacation leave within thirty (30) days, either before or after; or
- 8.08.2 Requests for cash-outs other than during approved vacations must be submitted to Finance for payment in June by May 31st or in December by November 30th of each year.

SECTION 9.00 - SICK LEAVE

- 9.01 Employees shall be granted paid sick leave credits beginning with date of original employment at the rate of twelve (12) prorated days for each year of service. Employees become eligible to take accrued sick leave upon completion of one full month of continuous service. Sick leave is not a privilege, which an employee may use at the employee's discretion, but shall be allowed only in case of necessity and actual sickness or disability. Medical and dental appointments should be scheduled and approved in advance. The City Manager shall direct and enforce such administrative control as may be necessary to prevent abuse of sick leave privilege.

- 9.02 Employees who work less than full-time shall earn the sick leave described above on a pro-rated basis.
- 9.03 For employees hired on or before July 17, 1999, the City agrees to pay an employee who is separating from the City in good standing with at least five (5) years of service an amount equal to 2-1/2% per year of service for unused accrued sick leave. The pay-out formula shall be: $2.5\% \times \text{years of service} \times \text{highest hourly rate} \times \text{sick leave hours accrued}$. Good standing shall be based on the employee's overall work record and the decision of the Human Resources Director. (See Sections 21.05 and 21.05.1.)
- 9.04 For employees hired on or before July 17, 1999, each November, an employee with five or more years of service may elect to cash out accrued sick leave. Payout shall be in accordance with appropriate pay out formulas described in section 9.03. However, the maximum annual amount an employee may cash out shall not exceed 50% of the employee's sick leave balance and cannot result in the employee's sick leave balance dropping below 240 hours.
- 9.05 The City agrees to provide PERS Credit for Unused Sick Leave provision (20965). (See MOU Section 23.05.1.)

SECTION 10.00 - FAMILY LEAVE

- 10.01 Employees having available sick leave to their credit may draw upon such sick leave for family medical purposes when a member in the employee's immediate family is involved.
- 10.01.1 As defined for the purpose of this section, family medical purposes shall be construed to mean illness, accident, medical appointments or other related occurrences.
- 10.01.2 Spouse shall include registered domestic partner.
- 10.01.3 Immediate family is defined to include: spouse, parent, child, sibling, grandparent, grandchild, aunt, uncle, niece, nephew, domestic partner, and foster children (including step, adoptive and in-law relatives).
- 10.01.4 Each employee shall be allowed to use a maximum of up to 50% of the employee's annual accrued sick leave per calendar year for this purpose. Additional leave may be granted in unusual circumstances by the Human Resources Director.
- 10.01.5 In addition, each employee shall be allowed to use fourteen (14) days of accrued sick leave for the birth or adoption of a child.

SECTION 11.00 - COMPASSIONATE LEAVE

- 11.01 The City agrees to provide compassionate leave when death occurs to a member of the employee's immediate family not to exceed forty hours for hourly employees and one regular workweek for exempt employees.
- 11.02 Immediate family is defined to include: spouse, parent, child, sibling, grandparent, grandchild, domestic partner, and foster children (including step, adoptive, or in-law relatives).
- 11.03 Salary paid during this leave is not deducted from any leave balance. Additional leave may be granted in special circumstances by the Human Resources Director.
- 11.04 In special circumstances, the Human Resources Director may allow an employee to utilize compassionate leave for individuals who are not members of the employee's immediate family.

SECTION 12.00 - MILITARY LEAVE

- 12.01 Military leave shall be granted, in accordance with the provisions of State and Federal Law. Employees entitled to military leave shall give the City an opportunity within the limits of military regulations to determine when such leave shall be taken.

SECTION 13.00 - LEAVE OF ABSENCE

- 13.01 The Human Resources Director may grant a permanent employee a leave of absence without pay not to exceed one year. Leave shall be considered upon written request of the employee.
 - 13.01.1 The Human Resources Director shall consider the recommendation of the Department Head, departmental workload, the best interests of the City, the employee's duration of employment, the employee's performance record, and the reason for the leave.
 - 13.01.2 Any permanent employee with a non-work-related injury or medical condition who has exhausted all sick leave may request a leave of absence with a doctor's certificate. At the City's discretion and expense, the City at any time may require a medical exam at a facility selected by the City.
 - 13.01.3 An employee in a leave without pay status shall not earn any employment benefits (including, but not limited to, such benefits as vacation leave, medical benefits, sick leave, retirement benefits, credit for time employed or seniority entitlements of any kind) for the period of such status. It is the intent of this subsection that an employee on leave without pay status is deemed unemployed for the period of such status in terms of earning benefits.
 - 13.01.4 The City Manager or designee may authorize continuation of the employee's elected medical and/or dental coverage for all or part of the duration of leave without pay. This shall be done only in extraordinary circumstances and when it is deemed to be in the best interest of the City.

- 13.02 A Department Head shall have the authority to approve an unpaid leave not to exceed 160 work hours for hourly employees (and four weeks for exempt employees) per fiscal year.
- 13.03 Nothing herein shall preclude an employee from waiving in writing the right to reinstatement as a condition to approval for a leave of absence. Any employee who waives the right may be reinstated in accordance with the City's Personnel Rules & Regulations as if they had been subject to a reduction in force, except that they shall be placed at the bottom of a reemployment list for any position for which they qualify.

SECTION 14.00 - JURY LEAVE

- 14.01 When called to jury service, an employee shall be given leave with pay to do so subject to these conditions:
- 14.01.1 The employee shall notify the Department Head immediately upon receipt of the notice to serve; and
- 14.01.2 Any payment received by the employee while on jury leave for jury service shall be remitted to the City, except for mileage allowance and out-of-pocket expenses.

SECTION 15.00 - WORKERS' COMPENSATION LEAVE

- 15.01 An employee unable to work because of a work-related illness or injury is eligible for workers' compensation leave, provided that the employee has notified superiors of the illness or injury and the claim has not been denied by the Human Resources Director or workers' compensation insurance administrator authorized by the City.
- 15.02 For all employees, workers' compensation leave per incident shall be paid up to a maximum of 320 hours as follows:

<u>Hours of Leave</u>	<u>Percent of Salary Paid</u>
First 80 hours	100%
Next 240 hours	80%

This leave shall cover all time off from work related to the injury, including doctor's appointments and therapy treatments, provided that said hours do not exceed available workers' compensation leave. Following a maximum of 320 hours of workers' compensation leave, the City shall discontinue direct workers' compensation payments to the employee. This benefit shall be prorated based on the budgeted position. An employee may apply separately for long-term disability insurance, which becomes effective after 320 hours of workers' compensation.

Any employee sustaining such injury or disability may be entitled to compensation to the extent provided by the State Workers' Compensation Insurance Act. An employee who

has exhausted eligible workers' compensation leave shall receive full salary to the extent the employee's accrued sick leave, compensatory time off (CTO), or vacation time may be integrated.

- 15.03 An employee returning from a work-related injury shall be reinstated to the position occupied at the time the injury occurred subject to written release by the attending physician.
- 15.04 Injured employees designated Maximum Medical Improvement (MMI) or accepted into a Supplemental Job Displacement Program and unable to return to their prior occupations may be involuntarily terminated or retired.
- 15.05 The City is currently developing a policy on the subject of light duty. Mid-Management/Confidential agrees to meet and confer with the City during the term of the MOU regarding the policy.

SECTION 16.00 – OVERTIME (FLSA NON EXEMPT, HOURLY EMPLOYEES ONLY)

- 16.01 Hourly employees who work more than forty hours in a workweek shall be entitled to overtime as follows:
 - 16.01.1 All overtime shall be compensated at the rate of time and one-half pay or the equivalent in compensatory time off (CTO) in lieu of overtime pay.
 - 16.01.2 In the event the City requires the hourly employee to work overtime, overtime pay or accrual of CTO shall be at the discretion of the employee. However, the determination as to whether overtime pay or CTO shall be taken must be made by the employee at the time the “Request for Additional Pay” form is submitted to the supervisor for signature.
 - 16.01.3 Employees who work less than eight (8) minutes beyond their normal work hours shall not receive overtime.
 - 16.01.4 Overtime occurring on a paid City holiday shall result in pay or CTO at the rate of time and one-half in addition to base pay.
 - 16.01.5 A minimum of two hours pay or its equivalent in compensatory time off at the option of the employee shall be guaranteed for any hourly employee, at the rate of time and one-half, who after leaving their place of duty is required without prior notice to return for emergency duties.
 - 16.01.6 CTO may be accrued by the employee throughout the year. However, the accrued hours may not exceed one hundred and sixty hours (160) as of the last day of the pay period that includes December 1st, 2019 and going forward June 1st. Effective immediately, hours in excess of one hundred and sixty (160) hours during a payperiod shall be paid to the employee in that same payperiod. The employee’s CTO accrual bank will never exceed one hundred and sixty (160) hours.

- 16.01.7 Any paid accrued leave, including sick leave, vacation leave, compensation leave, or compensatory time off, taken by an employee during any work week shall be counted as hours worked for the purpose of calculating overtime.

SECTION 17.00 MANAGEMENT LEAVE PAY (FLSA EXEMPT EMPLOYEES)

- 17.01 Accruals: Effective July 1, 2019 all exempt employees will be eligible for 20 hours (prorated) of Management Leave Pay. Exempt employees will continue to receive 40 hours of Management Leave added to their Floating Holiday Bank on the pay period following December 31.

Employees appointed to an eligible classification will receive a prorated amount (from 40 hours) of Management Leave based on their hire date (number of months they will work in a calendar year.)

Hours can be taken in any increments, a full 8-hour day is not required.

- 17.02 Eligibility: All employees shall be eligible for Management Leave beginning with their date of appointment. Prior approval must be received from the Department Head in order to utilize.
- 17.03 Carryover: All hours must be used by the end of the pay period that includes December 31 or they will be removed by Payroll.
- 17.04 Cash Out: Employees cannot cash out Management Leave hours. Remaining balance will not be available for cash out during termination, resignation, or retirement.

SECTION 18.00 - HOLIDAYS

- 18.01 The following shall be paid holidays for City of Milpitas employees:

1. January 1 (New Year's Day)
2. Third Monday in January (Observance of Dr. Martin Luther King Jr.'s Birthday)
3. Third Monday in February (Observance of President Washington's Birthday)
4. March 31 (Cesar Chavez Day)
5. Last Monday in May (Observance of Memorial Day)
6. July 4 (Independence Day)
7. First Monday in September (Labor Day)
8. November 11 (Veteran's Day)
9. Thanksgiving Day
10. Day after Thanksgiving
11. Christmas Eve (to be observed last working day prior to Christmas Day)
12. Christmas Day

13. One Floating Holiday¹

- 18.01.1 In the event a holiday falls on a Sunday, the following Monday shall be the holiday instead.
 - 18.01.2 In the event a holiday falls on a Saturday, the preceding Friday shall be the holiday instead.
 - 18.01.3 Any other holiday declared by the City Council as a City Holiday for City employees.
 - 18.01.4 For hourly employees on other than five (5) day workweeks, any workweek which includes one or more holidays shall be reduced in hours commensurately. The number of days worked during the workweek shall be subject to the approval of the Department Head.
- 18.02 For hourly employees where one of these holidays falls on a working day, employees shall be granted the day off with pay and City offices shall be closed except for such municipal services that must be maintained on an around-the-clock basis seven days a week. Hourly employees who work less than full time shall be entitled to credit for paid holidays on a pro-rated basis. Hourly employees required to perform their regular duties on a holiday shall be granted pay or compensatory time off, at the rate of time and one-half in addition to base salary. For the purposes of this section a holiday shall be deemed to begin and end at 12 midnight.

SECTION 19.00 - TRAINING

- 19.01 If an employee is directed to participate in a training program, which is related to their job, the City shall provide compensation for the following:
- 19.01.1 Regular wages for time away from the job (if during working hours);
 - 19.01.2 For hourly employees, overtime or compensatory time off whenever an employee's combined training time and work time exceeds forty (40) hours in a work week;
 - 19.01.3 Cost of tuition and/or registration for the training;
 - 19.01.4 Reimbursement for authorized transportation cost to and from the training (i.e. mileage reimbursement if an employee uses their personal automobile as allowed by the City. However, if employees car-pool to a training session, only the employee who is the owner of the automobile shall be entitled to mileage reimbursement).

¹ Each employee shall receive one "Floating Holiday" every calendar year. The Floating Holiday will become effective the first day of January or on the date of hire. Floating Holiday must be used during the calendar year accrued; otherwise, they will be lost. Prior approval must be received in order to utilize the Floating Holiday.

SECTION 20.00 – ALTERNATIVE WORK WEEK AND FLEXIBLE SCHEDULES

20.01 All employees shall work a standard bi-weekly schedule of eighty (80) hours unless an Alternative Work Schedule has been approved by employee Department Head and City Manager.

20.02 All employees covered by this MOU who have been designated exempt from the overtime provisions of the Fair Labor Standards Act (FLSA) may, with prior approval, use FLEXIBLE SCHEDULING for absences of less than a regular work day in recognition of extra hours worked that same pay period, subject to Department Head approval.

All Mid Con employees may propose an alternate work schedules and the request shall be evaluated within each department for each position. Alternate work schedules may not be appropriate for all departments or all employees. In reviewing requests, the City shall take into consideration the City's desire to maintain a level of service, determined by the City, in addition to the employees' needs. Upon Department Head approval the Department Head shall make a recommendation to the City Manager to approve the employees request for an Alternate work schedules, which could include a 9/80, 4/10s or Telecommuting. All schedules must comply with the Fair Labor Standards Act (FLSA) for pay purposes. Departments must designate a workweek for non-exempt (hourly) employees to determine overtime if outside of the City regularly stated work schedule.

SECTION 21.00 – ATTENDANCE (FLSA NON EXEMPT, HOURLY, EMPLOYEES)

21.01 Unauthorized Absence

21.01.1 An hourly employee whose absence is not authorized shall not receive pay or benefits for the absent period and shall be subject to discipline. Failure on the part of the employee absent without leave to return to duty shall be grounds for discipline up to and including discharge. It shall be the responsibility of an employee absent without leave to notify the Department Head or designee of the reason the employee is absent and of the employee's availability for duty.

21.01.2 Employees should notify their supervisors of the need to miss work. An employee's failure to report to his/her supervisor or higher authority his/her absence at or prior to the beginning of the shift may result in an unauthorized absence.

21.02 Breaks for Hourly Employees

21.02.1 Employees shall be entitled to two fifteen (15) minute breaks during each standard workday.

21.02.2 No employee shall schedule a break at such time as to leave the office in which the employee works unstaffed.

- (a) Persons whose responsibility includes public contacts shall advise a responsible person in their office before leaving for a break.
 - (b) Persons alone in an office should leave a sign on the door, lock the door, and advise the receptionist before leaving for a break, in order to ease the handling of incoming phone calls and customers that call at the office.
- 21.02.3 For workdays from 8:00 a.m. to 5:00 p.m., the morning break shall be taken between 9:30 a.m. and 11:00 a.m., and the afternoon break shall be taken between 2:30 p.m. and 4:00 p.m. For irregular workdays, breaks shall be taken after the first one- and-one-half hours and before the last hour of each half shift.

SECTION 22.00 - PAY PLAN

- 22.01 Advancement shall be based on satisfactory performance and increased service value of an employee to the City as exemplified by the recommendations of the supervising official, length of service, performance record, special training undertaken or other pertinent evidence. No salary advancement shall be made so as to exceed the maximum rate established in the pay plan for the class to which the advanced employee's position is allocated.
- 22.02 In administering the Pay Plan, the following rules shall be observed for non-exempt hourly employees:
 - 22.02.1 Step "A" is the minimum rate for a position and shall be the hiring rate for said position. Initial appointment at a rate higher than Step "A" may be made in the case of an unusually well qualified person or where other special conditions warrant, but only with prior approval of the City Manager.
 - 22.02.2 Step "B" represents an incentive adjustment. An employee shall be eligible for Step "B" only after completion of one year from the date of employment on recommendation from the Department Head and approval of the City Manager.
 - 22.02.3 Step "C" represents the rate at which a qualified and experienced employee should be paid after a reasonable period of service. An employee shall become eligible for Step "C" only after he/she has proven himself/herself satisfactory in the given classification for a period of at least one year after completion of his/her probationary period, upon recommendation of the Department Head and approval of the City Manager.
 - 22.02.4 Step "D" represents an incentive adjustment for satisfactory performance and increased effectiveness. An employee shall become eligible for Step "D" after completion of one year at Step "C" upon recommendation of the Department Head and approval of the City Manager.

- 22.02.5 Step "E" represents an incentive adjustment for increasingly satisfactory performance. An employee shall be eligible for Step "E" after completion of one year at Step "D" upon recommendation of the Department Head and approval of the City Manager.
- 22.02.6 Employees who have demonstrated outstanding ability may be advanced to the next higher step prior to completion of one year's service at the current step upon recommendation of the Department Head and approval of the City Manager.
- 22.03 In administering the Pay Plan, the following rules shall be observed for exempt employees:
 - 22.03.1 A salary shall be paid within the range established for that classification. The minimum rate for the classification generally shall apply upon original appointment. However, when circumstances warrant, appointment may be made at a higher level upon approval of the City Manager or Human Resources Director.
 - 22.03.2 Eligibility for salary advancement occurs on the employee's anniversary date, provided that the maximum level of the established compensation range has not been met. Advancement shall be based upon satisfactory performance documented in a Performance Appraisal Review completed in a timely manner. In addition, a merit increase prior to the normal anniversary date may be granted to a permanent employee for outstanding performance or unusual employment conditions at any time, on the recommendation of the Department Head and the approval the City Manager.
 - 22.03.3 Advancement shall be at an amount recommended by the Department Head and approved by the City Manager.
- 22.04 Performance Appraisal Review - Performance appraisals are an important personnel tool, and the City should endeavor to make them promptly.
- 22.05 Salary Following Promotion

Employees receiving a promotion to a position within the bargaining unit shall receive at least a 5% increase in salary unless limited by the maximum salary range.
- 22.06 In the event an employee receives overpayment by the City, the employee shall reimburse the City for the total overpayment. Typically, such repayment shall occur over a schedule equal to the amount of time over which the overpayment occurred and the City may obtain reimbursement by payroll deduction. However, at the employee's request, the City may extend such repayment over a longer period, to be determined by mutual agreement of the employee and the Finance Director.
- 22.07 "Y" Rate Policy: Whenever an employee would sustain an actual decrease in salary as a result of downward reclassification or reorganization within an existing department unit,

without fault or inability on the part of the employee, the City Council shall adopt a "Y" rate to apply only to the employee so affected. A "Y" rate is defined as a monthly salary rate for an individual employee, which is greater than the established range for the employee's class. An employee for whom a "Y" rate is established shall not receive any increase in salary until such time as the employee's rate of compensation is within the established range for the employee's class. An employee who accepts a reassignment to a lower paid position in-lieu of layoff, shall not be "Y" rated.

- 22.08 During the term of this MOU the City shall endeavor to review classifications in the Mid-Management/Confidential Unit.

SECTION 23.00 - RETIREMENT PLAN

- 23.01 The City will provide the 2% at 62 CalPERS retirement plan based on the highest 3 year annual average pensionable compensation, depending on the eligibility of the new hires, for employees hired on or after January 1, 2013. Employee shall be responsible for the employee portion of the contribution to PERS retirement.
- 23.02 The City will provide the 2% at 60 CalPERS retirement plan based on the highest 3 year annual average pensionable compensation to all new hires (Section 20475: Different Level of Benefits Provided for New Employees) and Section 20037 (Three-Year Final Compensation) hired on or after October 9, 2011 (City Council Adoption). Employee shall be responsible for the employee portion of the contribution to PERS Retirement.
- 23.03 For employees hired before October 9, 2011, the City shall continue, during the term of this MOU, the present retirement plan, commonly referred to as the 2.7% at 55 plan, including the final year compensation amendment and 1959 Survivors Benefit in full force and effect.

Effective July 1, 1995, the City agrees, as allowed under Internal Revenue Code Section 414(h) (2), the implementation of the Public Employees' Retirement System (PERS) "Pick-Up" program (TDMC) as outlined in PERS Circular Letter 100-364. In completing the conversion to the IRS 414 (h) (2) program, the increase in salary shall be calculated on the employee's base salary.

- 23.04 Effective the first full pay period including July 1, 2016, in addition to paying the employee PERS contribution rate to the Miscellaneous plan, employees will pay 1.0% of PERSable salary toward the employer PERS contribution rate on a pre-tax basis.

Effective the first full pay period including July 1, 2017, employees will no longer contribute toward the employer PERS contribution rate.

- 23.05 Upon retirement, disability retirement, or death, for those employees who were hired on or before July 17, 1999, and who had at least five (5) years of service, the City shall pay the separating employee or his or her estate, for unused accrued sick leave. The amount paid shall be equal to 2.5% per year of service for unused accrued sick leave. The

pay-out formula shall be: $2.5\% \times \text{years of service} \times \text{highest hourly rate} \times \text{sick leave hours accrued}$.

23.05.1 Upon retiring with PERS, all employees shall be eligible for the PERS Credit for Unused Sick Leave provision (20965) of the City's PERS Retirement plan. Employees hired on or before July 17, 1999, may elect either the pay-out formula in Section 21.04 or the PERS Credit for Unused Sick Leave plan.

23.06 For the purpose of this section, an employee who is retiring is one who has submitted an application for retirement and retires under the Public Employees Retirement System (PERS).

23.07 Retiree Medical

23.07.1 For permanent employees hired before July 1, 1995, who have at least five (5) years of service in the City of Milpitas, the City agrees to pay up to the single, medical premium rate (at a rate no higher than any single plan paid by City for active employees), as long as the retiree maintains enrollment in one of the eligible health plans.

23.07.2 For permanent employees hired on or after July 1, 1995, the City agrees to pay up to the single, medical premium rate (at a rate no higher than any single plan paid by City of active employees), as long as the retiree maintains enrollment in one of the eligible health plans and shall be subject to the following provisions with respect to the retirement benefits:

- (a) Upon completion of the fifth through the ninth year of service, and upon retirement, the City shall provide 25% of the medical insurance premium payment for the employee only, as long as the employee remains in one of the City sponsored eligible health care programs.
- (b) Upon completion of the ninth year, this payment of the retiree's medical insurance shall increase to 50%.
- (c) Upon completion of the fourteenth year, this payment of the retiree's medical insurance shall increase to 75%.
- (d) Upon completion of the nineteenth year, this payment of the retiree's medical insurance shall increase to 100%.
- (e) Once any retiree becomes Medicare eligible, the City shall pay up to the appropriate Medicare rate per the above sections.
- (f) Retirees may elect to continue coverage for dependents under the retiree group medical plan provided that the dependent is covered by the group plan at the time the employee retires and maintains enrollment as set forth in Section 22.01.

23.08 Nothing contained in this Section 21.00 is intended and should not be construed, to restrict the CalPERS retirement rights under state and/or federal law otherwise applicable to bargaining unit employees.

SECTION 24.00 - RETIREE DEPENDENT HEALTH CARE

24.01 The Retiree Dependent Health Care Fund

Each year, the City will contribute 1% of payroll with benefits to a fund to be used to help pay the medical premiums of retirees' dependents (the "Fund"). The City's annual 1% of payroll with benefits contribution shall be recalculated each year based on the Mid-Management/Confidential Units payroll as of the last full pay period in June. The City will annually deposit this amount in the Fund by the end of August.

The City will periodically present a report to the Mid-Management/Confidential Unit representative indicating the City's annual contribution, the total dollars in the Fund, and a brief description of how and the extent to which the 1% was used in the previous fiscal year to pay for the medical premiums of retirees' dependents. The City will use this report to set retiree dependent contribution rates.

24.02 Contributions from the Fund toward Retiree Dependent Premiums

Contributions from the Fund toward the medical premiums of retirees' dependents shall be as follows:

24.02.1 For permanent Mid-Management/Confidential employees hired before July 1, 1995, and retired on or after January 2, 2007 (City Council adoption), who have at least five (5) years of full-time or equivalent service with the City of Milpitas, the City agrees to pay from the Fund up to the family, medical premium rate (at a rate no higher than any family plan paid by the City for active employees), as long as the retiree maintains enrollment in one of the eligible health plans.

24.02.2 For permanent Mid-Management/Confidential employees hired on or after July 1, 1995, and retired on or after January 2, 2007 (City Council adoption), who have at least five (5) years of full-time or equivalent service with the City of Milpitas; the City agrees to pay from the Fund up to the family, medical premium rate (at a rate no higher than any family plan paid by the City for active employees), as long as the retiree maintains enrollment in one of the eligible health plans and shall be subject to the following provisions with respect to the retirement benefits:

- (a) Upon completion of the fifth through the ninth year of service, and upon retirement, the City agrees to provide 25% of the medical insurance premium payment from the Fund for the retiree dependent, as long as the employee remains in one of the City sponsored eligible health care programs.

- (b) Upon completion of the ninth year, this payment of the retiree's dependent medical insurance shall increase to 50%.
- (c) Upon completion of the fourteenth year, this payment of the retiree's dependent medical insurance shall increase to 75%.
- (d) Upon completion of the nineteenth year, this payment of the retiree's dependent medical insurance shall increase to 100%.
- (e) Once any dependent becomes Medicare eligible, the City agrees to pay from the Fund up to the appropriate Medicare rate per the above sections.

In no case will the City be required to place funds in the Fund above the 1% of payroll with benefits amount. If funds are depleted before the next year's City contribution is due, dependent medical premiums will be the responsibility of the retiree and/or dependent. If less than 1% of payroll with benefits is used in a given year for the medical premiums of retirees' dependents, the remainder shall remain in the Fund and may be used in future years to supplement the City's annual 1% of payroll with benefits contribution if this contribution is insufficient in a given year to make all the payments set forth in 22.01 above.

SECTION 25.00 - BENEFITS

25.01 The City shall provide active employees the CalPERS medical insurance for health benefits. The total monthly health benefit per employee shall be based on the Kaiser rates for employee, employee + 1, and family plan, etc. Only employees who have eligible dependents shall be compensated above the single rate plans.

25.01.1 The City reserves the right to discontinue offering any of the medical plans due to any of the following:

- (a) The plan imposes exorbitant costs upon the City;
- (b) The health care carrier refuses to provide services to the City;
- (c) The health care provider no longer offers the services; or
- (d) The health plan is discontinued.

25.01.2 If the City discontinues use of CalPERS health care, to the extent possible, the City will provide similar services.

25.01.3 The City will provide a life insurance policy in the amount of \$50,000.00 for each full-time member.

25.01.4 The City shall provide a Short Term Disability Plan with the current benefit level for the term of the Agreement.

- 25.01.5 The City shall provide a Long Term Disability Plan with the current benefit level for the term of the Agreement.
 - 25.01.6 Payroll deductions for benefit costs above the City benefit contribution shall be permitted, provided that the City shall not assume unreasonable administrative costs.
 - 25.01.7 Employees who are covered as an eligible dependent under another health insurance plan may waive health coverage and receive a total of one hundred and twenty-five dollars (\$125.00) per month, pro-rated over twenty-six (26) pay periods per calendar year. Employees who wish to waive health insurance coverage must complete the City of Milpitas' "Health Insurance Waiver" indicating they agree to abide by the terms and conditions of the waiver.
 - 25.01.8 The City will pay seventy-five dollars (\$75.00) per month toward deferred compensation for each member. The City's payments will be pro-rated over twenty-six (26) pay periods per calendar year.
- 25.02 Benefit Contribution: Regular Part-Time Employees: The City agrees to contribute monthly premiums for health and life insurance in an amount to reflect hours budgeted, pro-rated against the amount contributed for full time employees. For example, half-time employees may elect to take any or all of the benefits and the City and the employee will both pay 50% or half of the elected benefit cost(s). The City agrees to provide short-term disability and long-term disability benefits at no cost to part-time employees.

SECTION 26.00 - TEMPORARY UPGRADE PAY/SPECIAL ASSIGNMENT PAY

- 26.01 General: Upon specific written assignment by the Department Head or Department Head's designee, an employee may be required to assume the duties, responsibilities, authority and accountability of a vacant higher classification (Temporary Upgrade Pay/Out of Class), or to perform work on a special project (Special Assignment).
- 26.02 Work Out of Class Pay:
Per Government Code section 20480 of the Public Employees' Retirement Law, an out of class appointment is an appointment to an upgraded position or higher classification by an employer or governing board or body in a vacant position for a limited time. Vacant position refers to a position that is vacant and it does not refer to a position that is temporarily available due to another employee's leave of absence.

A non-hourly employee assigned to work in an out-of-class capacity with fully upgraded duties or classification (100%) for two or more consecutive full work days shall qualify for Temporary Upgrade Pay as special compensation. An hourly employee assigned to work in an out-of-class capacity with fully upgraded duties or classification (100%) for two or more full work days within a pay period, whether consecutive work days or not, shall qualify for Temporary Upgrade Pay.

Employees assigned to upgraded duties or classification as described above shall be compensated at least 5% more than their salary or at the entrance step of the range of the higher classification, whichever compensation pattern is greater except where such increase exceeds the pay range allocated to the assigned position. The employee shall be compensated at the appropriate rate retroactive to the start of the assignment.

An individual placed into an out of class position that is vacant and during a recruitment the hours in this position cannot exceed 960 hours.

- 26.03 Special Assignment Pay: An employee assigned to work on a special assignment shall be paid at a rate of a minimum of 10% up to 15% above the employee's current base salary.
- 26.04 Voluntary Training: An employee seeking additional training in another classification may waive his/her right to work out of classification pay in order to pursue desired training.
- 26.05 An employee who serves in a special assignment in a vacant position for a minimum of three months, and receives a permanent appointment to the same position by the appointing authority, may receive credit toward completion of probation in the position up to the duration of the special assignment.

SECTION 27.00 - NO DISCRIMINATION

- 27.01 The City of Milpitas has a zero tolerance policy to discrimination and/or harassment in the workplace. Discrimination against or harassment of an applicant or employee by a supervisor, management employee, co-worker, contractor or other third party with whom the applicant or employee comes into contact with on any legally-protected basis (e.g., race, color, religion (including dress and religious grooming), religious creed, sex (including pregnancy, childbirth, breastfeeding and related medical conditions), gender, gender identity (including transgender identity), gender expression, national origin, ancestry, physical and/or mental disability, medical condition, genetic information, marital status, victim of domestic violence, age, sexual orientation, denial of medical and family care leave, or military and veteran status) is strictly prohibited and will not be tolerated.
- 27.02 The Union shall not restrict its membership in regard to any legally-protected basis (e.g., race, color, religion (including dress and religious grooming), religious creed, sex (including pregnancy, childbirth, breastfeeding and related medical conditions), gender, gender identity (including transgender identity), gender expression, national origin, ancestry, physical and/or mental disability, medical condition, genetic information, marital status, victim of domestic violence, age, sexual orientation, denial of medical and family care leave, or military and veteran status) is strictly prohibited.

SECTION 28.00 - SALARY

- 28.01 July 2019 Salary Schedule Increase: Effective July 7, 2019, the Salary Schedule previously in effect shall be increased by 5%. This shall be the July 2019 Salary Schedule.

- 28.02 July 2020 Salary Schedule Increase: Effective July 5, 2020, the July 2020 Salary Schedule shall be increased by 4%. This shall be the July 2020 Salary Schedule.
- 28.03 July, 2021 Salary Schedule Increase: Effective July 4, 2021, the July 2021 Salary Schedule shall be increased by 3%. This shall be the July 2021 Salary Schedule.
- 28.04 July, 2022 Salary Schedule Increase: Effective July 3, 2022, the July 2022 Salary Schedule shall be increased by 3%. This shall be the July 2022 Salary Schedule
- 28.04 The annual salary schedule labeled Appendix “A” and attached hereto is hereby made a part of this Memorandum of Understanding.
- 28.05 Effective February 4, 2015 “confidential” pay was eliminated. Those employees who were receiving 2% confidential pay at the time of elimination shall retain the pay, which is pensionable compensation to the extent permitted by law.

SECTION 29.00 - CLASSIFICATION AND TOTAL COMPENSATION STUDIES

- 29.01 Each year the union may submit up to 3 classifications (and their related classification families) to have a classification and total compensation (salary and benefits) studied. The studies will provide information to determine where the classification compensation plan is compared internally and to the local jurisdiction.
- 29.02 The Union and City will review the results of the studies. There is not an automatic assumption to amend salaries or benefits.

SECTION 30.00 – BILINGUAL PAY

- 30.01 Effective February 4, 2015, bilingual pay was eliminated. Those employees who were receiving the 2.5% bilingual pay at the time of the elimination shall retain the pay, which is pensionable compensation to the extent permitted by law.

SECTION 31.00 – EYEGLASS REIMBURSEMENT

- 31.01 The City shall reimburse an employee up to \$175 per fiscal year for eyeglasses when prescribed by a physician for use at a video display terminal, provided the glasses are not fully covered by the employee’s health care plan. The employee must apply for any available insurance coverage.

SECTION 32.00 - MOU NEGOTIATIONS

- 32.01 Negotiations for a new MOU shall commence following written notification by either party on or after January 1, 2024 of the desire to begin negotiations.

SECTION 33.00 - EMPLOYEE FITNESS PROGRAM

- 33.01 The City of Milpitas agrees to provide a fitness program that allows employees the opportunity to participate in City-sponsored sports and fitness programs at no cost during the employee's non-working hours. All conditions and requirements regarding use of the Sports Center and/or Senior Center, as set by the Recreation and Community Services Director, must be followed to remain eligible for this program.
- 33.02 Resident fees for all other recreational programs, classes and activities shall apply to bargaining unit employees, unless modified by the City Council.

SECTION 34.00 - MILEAGE REIMBURSEMENT

- 34.01 When available, the City shall furnish vehicles from the City's car pool to conduct official City business. In the event a pool car is unavailable, the employee shall use the employee's own vehicle.
- 34.02 An employee shall receive authorization from their Department Head or their designee prior to using the employee's own vehicle.
- 34.03 Employees who use their car on a temporary basis shall be reimbursed by the City at the rate established by the IRS.
- 34.04 Any employee who drives their own vehicle on official City business must have a valid California driver's license and proof of valid insurance.

SECTION 35.00 - TUITION REIMBURSEMENT

- 35.01 The City of Milpitas will provide a tuition reimbursement program for educational activities, which are job related or a subject area that is related to other classifications within the City and approved, in advance, by the Department Head and the Human Resources Director. The amount of the fund shall not exceed the amount budgeted for this purpose. Subject to the availability of monies in the fund, individual employees are subject to a total reimbursement cap for tuition and required course-related texts of up to \$2,000 per fiscal year. Reimbursement is subject to the guidelines outlined in the applicable Standard Operating Procedure (S.O.P.) #16-13.
- 35.02 The City shall reimburse employees in the classification of Principal Civil Engineer and Traffic Engineer up to \$75 every other fiscal year for the renewal of their engineering licenses when it is a condition of employment.

SECTION 36.00 - REPLACEMENT OF PERSONAL ARTICLES

- 36.01 The City shall replace, within reason, personal articles damaged or stolen during performance of duty upon recommendation of the individual's immediate supervisor and Department Head, and approval of the Human Resources Director. The prior condition of the article, precautions taken to protect the article, and the exercise of proper judgment

of wearing or using an expensive article on the job that has certain hazards connected with it shall be considered in determining the amount of replacement. An employee shall obtain approval from his/her supervisor to bring in and use personal articles in the line of work.

SECTION 37.00 - EMPLOYEE ASSISTANCE PROGRAM

- 37.01 The City agrees to continue to provide, fund and make available a confidential employee assistance program for employees in the bargaining unit.

SECTION 38.00 - NO STRIKE CLAUSE

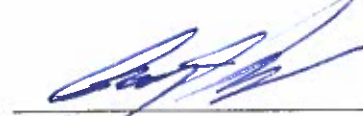
- 38.01 The Union, on its own behalf and on behalf of the unit employees it represents, agrees that during the term of this MOU, and throughout all periods when there is any effort or procedure underway to arrive at a successor MOU and during any period when the law specifically prohibits strike activity, there will be no strikes, work stoppages, concerted unauthorized absences, slow-downs, or refusals to cross picket lines of any sort; and that the Local will not directly or indirectly encourage or condone such actions by unit employees, and will undertake all possible steps to cause any such actions to cease.
- 38.02 Any bargaining unit member violating this provision shall be subject to disciplinary action up to and including termination of employment.
- 38.03 This provision may be specifically enforced in any court of competent jurisdiction.

SECTION 39.00 - SAVINGS CLAUSE

- 39.01 If any section, subsection, sentence, or clause or phrase of this MOU is for any reason held illegal, invalid or unconstitutional by decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

MidCon
July 1, 2019 through June 30, 2023

UNION REPRESENTATIVES:



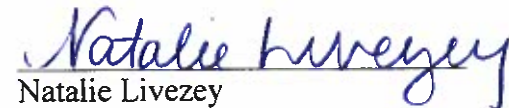
Ryan Heron
Labor Relations Rep
UPEC Local 792



Toni-Lynn Charlop



Christopher Schroeder



Natalie Livezey

CITY REPRESENTATIVES:



Liz Brown
Human Resources Director



Elaine Marshall
Deputy Public Works Manager

Date 7/1/2019

Appendix A – SALARY SCHEDULE			
5% Salary Increase			
Effective July 7, 2019			
Job Classification	Annual Salary		
Administrative Analyst I	\$80,781.79	-	\$106,343.87
Administrative Analyst II	\$89,213.94	-	\$117,426.04
Administrative Assistant*	\$77,067.90	-	\$93,676.13
Budget Manager	\$104,794.87	-	\$137,940.35
Building Inspection Manager	\$122,673.10	-	\$149,111.24
Buyer	\$80,049.61	-	\$105,369.81
Crime Analyst	\$96,703.43	-	\$127,291.44
Deputy City Clerk	\$92,082.35	-	\$111,926.72
Economic Development Coordinator	\$101,613.88	-	\$125,999.87
Economic Development Specialist	\$96,767.03	-	\$116,807.42
Emergency Services Coordinator	\$106,911.71	-	\$140,710.21
Environmental & Regulatory Compliance Specialist	\$103,276.17	-	\$135,941.17
Executive Assistant*	\$84,762.68	-	\$103,029.93
Financial Analyst I	\$75,427.72	-	\$99,284.91
Financial Analyst II	\$83,303.49	-	\$109,652.63
Housing & Neigh Svcs Manager	\$103,572.92	-	\$136,338.66
Human Resources Analyst I	\$80,781.79	-	\$106,343.87
Human Resources Analyst II	\$89,213.94	-	\$117,426.04
Human Resources Assistant*	\$57,544.58	-	\$69,943.42
Human Resources Technician*	\$69,794.09	-	\$84,840.21
Information System Analyst	\$102,302.93	-	\$134,660.80
Information Technology Manager	\$121,613.04	-	\$160,087.20
Management Analyst**	\$107,100.00		\$149,972.59
Principal Civil Engineer	\$127,809.86	-	\$166,228.34
Principal Planner**	\$131,775.00	-	\$159,600.00
Purchasing Agent	\$105,513.68	-	\$136,083.13
Recreation Services Supervisor	\$100,792.69	-	\$132,656.32
Senior Accountant	\$93,770.59	-	\$123,422.75
Senior Administrative Analyst	\$103,572.92	-	\$136,338.66
Senior Executive Assistant**	\$89,213.94		\$117,426.04
Senior HR Analyst	\$96,703.97	-	\$127,291.44
Senior Planner	\$120,803.32	-	\$146,841.24
Senior Information Analyst/Developer	\$107,688.00	-	\$141,750.00
Video Media Specialist	\$83,303.49	-	\$109,652.63
*=Non-Exempt Status ** = New Classifications Approved on 06/11/19			

Appendix B – SALARY SCHEDULE			
4% Salary Increase			
Effective July 5, 2020			
Job Classification	Annual Salary		
Administrative Analyst I	\$84,013.06	-	\$110,597.63
Administrative Analyst II	\$92,782.50	-	\$122,123.08
Administrative Assistant*	\$80,150.62	-	\$97,423.17
Budget Manager	\$108,986.67	-	\$143,457.96
Building Inspection Manager	\$127,580.02	-	\$155,075.68
Buyer	\$83,251.59	-	\$109,584.60
Crime Analyst	\$100,571.56	-	\$132,383.09
Deputy City Clerk	\$95,765.65	-	\$116,403.79
Economic Development Coordinator	\$105,678.43	-	\$131,039.87
Economic Development Specialist	\$100,637.72	-	\$121,479.71
Emergency Services Coordinator	\$111,188.18	-	\$146,338.61
Environmental & Regulatory Compliance Specialist	\$107,407.22	-	\$141,378.82
Executive Assistant*	\$88,153.19	-	\$107,151.12
Financial Analyst I	\$78,444.82	-	\$103,256.31
Financial Analyst II	\$86,635.63	-	\$114,038.74
Housing & Neigh Svcs Manager	\$107,715.84	-	\$141,792.20
Human Resources Analyst I	\$84,013.06	-	\$110,597.63
Human Resources Analyst II	\$92,782.50	-	\$122,123.08
Human Resources Assistant*	\$59,846.36	-	\$72,741.16
Human Resources Technician*	\$72,585.85	-	\$88,233.82
Information System Analyst	\$106,395.05	-	\$140,047.23
Information Technology Manager	\$126,477.56	-	\$166,490.69
Management Analyst**	\$111,384.00		\$155,971.50
Principal Civil Engineer	\$132,922.26	-	\$172,877.47
Principal Planner**	\$137,046.00	-	\$165,984.00
Purchasing Agent	\$109,734.23	-	\$141,526.45
Recreation Services Supervisor	\$104,824.40	-	\$137,962.57
Senior Accountant	\$97,521.41	-	\$128,359.66
Senior Administrative Analyst	\$107,715.84	-	\$141,792.20
Senior Executive Assistant**	\$92,782.50		\$122,123.08
Senior HR Analyst	\$100,572.13	-	\$132,383.09
Senior Planner	\$125,635.45	-	\$152,714.89
Senior Information Analyst/Developer	\$111,995.52	-	\$147,420.00
Video Media Specialist	\$86,635.63	-	\$114,038.74
*=Non-Exempt Status ** = New Classifications Approved on 06/11/19			

Appendix C – SALARY SCHEDULE			
3% Salary Increase			
Effective July 4, 2021			
Job Classification	Annual Salary		
Administrative Analyst I	\$86,533.46	-	\$113,915.56
Administrative Analyst II	\$95,565.98	-	\$125,786.77
Administrative Assistant*	\$82,555.13	-	\$100,345.87
Budget Manager	\$112,256.27	-	\$147,761.70
Building Inspection Manager	\$131,407.42	-	\$159,727.95
Buyer	\$85,749.14	-	\$112,872.14
Crime Analyst	\$103,588.71	-	\$136,354.59
Deputy City Clerk	\$98,638.62	-	\$119,895.91
Economic Development Coordinator	\$108,848.78	-	\$134,971.07
Economic Development Specialist	\$103,656.85	-	\$125,124.11
Emergency Services Coordinator	\$114,523.83	-	\$150,728.77
Environmental & Regulatory Compliance Specialist	\$110,629.44	-	\$145,620.18
Executive Assistant*	\$90,797.78	-	\$110,365.66
Financial Analyst I	\$80,798.17	-	\$106,354.00
Financial Analyst II	\$89,234.70	-	\$117,459.90
Housing & Neigh Svcs Manager	\$110,947.32	-	\$146,045.97
Human Resources Analyst I	\$86,533.46	-	\$113,915.56
Human Resources Analyst II	\$95,565.98	-	\$125,786.77
Human Resources Assistant*	\$61,641.75	-	\$74,923.39
Human Resources Technician*	\$74,763.43	-	\$90,880.83
Information System Analyst	\$109,586.90	-	\$144,248.65
Information Technology Manager	\$130,271.89	-	\$171,485.41
Management Analyst**	\$114,725.52		\$160,650.64
Principal Civil Engineer	\$136,909.93	-	\$178,063.79
Principal Planner**	\$141,157.38	-	\$170,963.52
Purchasing Agent	\$113,026.26	-	\$145,772.25
Recreation Services Supervisor	\$107,969.13	-	\$142,101.45
Senior Accountant	\$100,447.05	-	\$132,210.45
Senior Administrative Analyst	\$110,947.32	-	\$146,045.97
Senior Executive Assistant**	\$95,565.98		\$125,786.77
Senior HR Analyst	\$103,589.29	-	\$136,354.59
Senior Planner	\$129,404.52	-	\$157,296.34
Senior Information Analyst/Developer	\$115,355.39	-	\$151,842.60
Video Media Specialist	\$89,234.70	-	\$117,459.90
*=Non-Exempt Status ** = New Classifications Approved on 06/11/19			

Appendix D – SALARY SCHEDULE			
3% Salary Increase			
Effective July 3, 2022			
Job Classification	Annual Salary		
Administrative Analyst I	\$89,129.46	-	\$117,333.02
Administrative Analyst II	\$98,432.96	-	\$129,560.37
Administrative Assistant*	\$85,031.79	-	\$103,356.24
Budget Manager	\$115,623.95	-	\$152,194.55
Building Inspection Manager	\$135,349.64	-	\$164,519.79
Buyer	\$88,321.61	-	\$116,258.30
Crime Analyst	\$106,696.37	-	\$140,445.22
Deputy City Clerk	\$101,597.78	-	\$123,492.78
Economic Development Coordinator	\$112,114.25	-	\$139,020.20
Economic Development Specialist	\$106,766.55	-	\$128,877.83
Emergency Services Coordinator	\$117,959.54	-	\$155,250.64
Environmental & Regulatory Compliance Specialist	\$113,948.32	-	\$149,988.79
Executive Assistant*	\$93,521.71	-	\$113,676.63
Financial Analyst I	\$83,222.11	-	\$109,544.62
Financial Analyst II	\$91,911.74	-	\$120,983.70
Housing & Neigh Svcs Manager	\$114,275.74	-	\$150,427.35
Human Resources Analyst I	\$89,129.46	-	\$117,333.02
Human Resources Analyst II	\$98,432.96	-	\$129,560.37
Human Resources Assistant*	\$63,491.00	-	\$77,171.09
Human Resources Technician*	\$77,006.33	-	\$93,607.26
Information System Analyst	\$112,874.50	-	\$148,576.11
Information Technology Manager	\$134,180.04	-	\$176,629.97
Management Analyst**	\$118,167.29		\$165,470.16
Principal Civil Engineer	\$141,017.22	-	\$183,405.71
Principal Planner**	\$145,392.10	-	\$176,092.43
Purchasing Agent	\$116,417.04	-	\$150,145.42
Recreation Services Supervisor	\$111,208.21	-	\$146,364.49
Senior Accountant	\$103,460.46	-	\$136,176.77
Senior Administrative Analyst	\$114,275.74	-	\$150,427.35
Senior Executive Assistant**	\$98,432.96		\$129,560.37
Senior HR Analyst	\$106,696.97	-	\$140,445.22
Senior Planner	\$133,286.65	-	\$162,015.23
Senior Information Analyst/Developer	\$118,816.05	-	\$156,397.88
Video Media Specialist	\$91,911.74	-	\$120,983.70
*=Non-Exempt Status ** = New Classifications Approved on 06/11/19			

RESOLUTION NO. 8886

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILPITAS ADOPTING THE
MEMORANDUM OF UNDERSTANDING WITH THE MILPITAS UNITED PUBLIC
EMPLOYEES OF CALIFORNIA (UPEC LOCAL 792, AFL-CIO), MID-MANAGEMENT AND
CONFIDENTIAL UNIT FOR THE PERIOD OF JULY 1, 2019, THROUGH JUNE 30, 2023**

WHEREAS, the most recent Memorandum of Understanding (MOU) between the United Public Employees of California (UPEC Local 792, AFL-CIO), Mid-Management And Confidential Unit, and the City of Milpitas covered the period of January 1, 2016, through June 30, 2019; and

WHEREAS; representatives of the UPEC Local 792, AFL-CIO, Mid-Management And Confidential Unit and the City of Milpitas met in good faith and negotiated a successor MOU; and

WHEREAS, the new MOU between the UPEC Local 792, AFL-CIO, Mid-Management And Confidential Unit and the City of Milpitas shall be effective July 1, 2019, through June 30, 2023, a copy of which is attached as "Exhibit A."

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

1. The City Council has considered the full record before it, which may include but is not limited to such things as the staff report, testimony by staff and the public, and other materials and evidence submitted or provided to it. Furthermore, the recitals set forth above are found to be true and correct and are incorporated herein by reference.
2. The MOU between the Local 792, AFL-CIO, Mid-Management and Confidential Unit and the City of Milpitas, attached hereto as Exhibit A, is hereby approved and the City Representatives are hereby authorized to execute it.

PASSED AND ADOPTED this 18th day of June 2019, by the following vote:

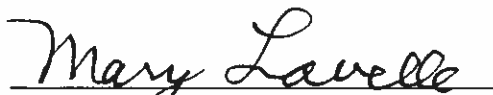
AYES: (5) Mayor Tran, Vice Mayor Dominguez, Councilmembers Montano, Nuñez,
and Phan

NOES: (0) None

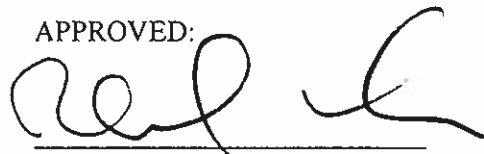
ABSENT: (0) None

ABSTAIN: (0) None

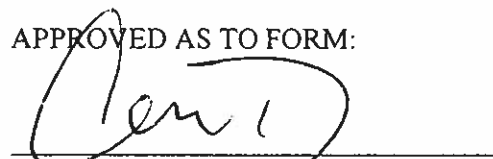
ATTEST:


Mary Lavelle, City Clerk

APPROVED:


Rich Tran, Mayor

APPROVED AS TO FORM:


Christopher J. Diaz, City Attorney

CITY OF MILPITAS
COUNTER PROPOSAL TO MID-CON UNIT/LIUNA
MOU SIDELETTER

The City of Milpitas is facing a structural deficit; and due to the global pandemic of COVID-19, faces a significant revenue shortfall from the loss of both Sales and Transient Occupancy Tax (TOT). To help mitigate the impact of these challenges, the parties share a mutual philosophy that working together is the best way to successfully maneuver through these challenging times.

The Mid-Con existing labor agreement, which expires on June 30, 2023, includes a salary increase of a 3% salary increase in July 2021. Given the City's current economic condition, the parties recognize the fiscal problems associated with timing and amount of this raise, and hereby agree as follows:

The existing Salary Schedules (negotiated and adopted in 2019 reflecting salary increases due in July 2021 and 2022) are deleted and will be replaced with the salary schedules as delineated below.

All other provisions of the MOU not expressly modified shall remain unchanged.

PREAMBLE

The term of this Memorandum of Understanding (MOU) is from July 1, 2019 through June 30, 2025.

This MOU shall apply to represented permanent and probationary employees hereafter referred to as "employee(s)" unless otherwise specifically indicated, assigned to those classes listed in the salary schedule set forth in Appendix "A" attached hereto. When classes are created which the City determines fall under the representation of the Union, this MOU shall also apply.

Appendix "A" also indicates whether employees covered by this MOU are "hourly non-exempt" employees whom the City pays overtime or "exempt" employees whom the City does not pay overtime.

Section 28.00 Salary

28.01 July 2019 Salary Schedule Increase: Effective July 7, 2019, the Salary Schedule previously in effect shall be increased by 5%. This shall be the July 2019 Salary Schedule.

28.02 July 2020 Salary Schedule Increase: Effective July 5, 2020, the Salary Schedule previously in effect shall be increased by 4%. This shall be the July 2020 Salary Schedule.

28.03 July 2021 Salary Schedule Increase: The July 2021 Salary Schedule Increase shall be eliminated.

28.04 July 2022 Salary Schedule Increase: Effective July 3, 2022, the Salary Schedule previously in effect shall be increased by 2%. This shall be the July 2022 Salary Schedule.

28.05 July 2023 Salary Schedule Increase: Effective with the first full pay period in July 2023, the salary previously in effect shall be increased by 2%. This shall be the July 2023 Salary Schedule.

28.06 July 2024 Salary Schedule Increase: Effective with the first full pay period in July 2024, the salary previously in effect shall be increased by 3%. This shall be the July 2024 Salary Schedule.

28.07 Effective February 4, 2015, "confidential" pay was eliminated. Those employees who were receiving 2% confidential pay at the time of the elimination shall retain the pay, which is pensionable compensation to the extent permitted by law.

For the City of Milpitas:

Jeannine Seher
Jeannine M. Seher
Human Resources Director

Steven McHarris

Steven McHarris
City Manager

03/05/2021

Date

03/08/2021

Date

For Mid-Con/LIUNA:

Ryan Heron, LIUNA

Toni-Lynn Charlop, President

Alison Phagan, Team Member

Michael Fossati, Team Member

Natalie Livezy, Team Member

3/5/21
Date

3/5/21
Date

Date

Date

Date

CITY OF MILPITAS - HUMAN RESOURCES
All Job Classifications/Salary Table Projection - MidCon 5%

				Step A			Step B			Step C			Step D			Step E		
Classification	Union Code	Occ Code	Pay Grade	Hourly	BiWeekly	Annual	Hourly	BiWeekly	Annual	Hourly	BiWeekly	Annual	Hourly	BiWeekly	Annual	Hourly	BiWeekly	Annual
Accountant	50	2101	500	53.36	4,268.94	110,992.44	56.03	4,482.35	116,541.10	58.82	4,705.56	122,344.56	61.77	4,941.94	128,490.44	64.85	5,188.14	134,891.64
Accounting Technician I	50	6104	513	34.75	2,780.15	72,283.90	36.49	2,919.18	75,898.68	38.31	3,065.15	79,693.90	40.23	3,218.40	83,678.40	42.24	3,379.33	87,862.58
Accounting Technician II	50	6105	514	38.23	3,058.15	79,511.90	40.14	3,211.11	83,488.86	42.15	3,371.65	87,662.90	44.25	3,540.27	92,047.02	46.47	3,717.21	96,647.46
Administrative Analyst I	80	2102	801	45.45	3,635.80	94,530.89	-	-	-	-	-	-	-	-	-	59.83	4,786.31	124,444.05
Administrative Analyst II	80	2103	802	50.19	4,015.32	104,398.20	-	-	-	-	-	-	-	-	-	66.06	5,285.08	137,412.09
Administrative Assistant	80	6111	828	43.36	3,468.65	90,185.00	45.53	3,642.08	94,694.15	47.80	3,824.21	99,429.33	50.19	4,015.39	104,400.11	52.70	4,216.15	109,619.87
Assistant Chief of Police	60	1405	649	116.80	9,344.14	242,947.64	-	-	-	-	-	-	-	-	-	163.52	13,081.79	340,126.54
Assistant City Attorney	60	1113	645	80.82	6,465.24	168,096.24	-	-	-	-	-	-	-	-	-	109.40	8,751.75	227,545.50
Assistant City Manager	60	1104	666	101.41	8,112.63	210,928.38	-	-	-	-	-	-	-	-	-	141.97	11,357.69	295,299.94
Assistant Dir Recr & Comm Svcs	60	1121	659	69.20	5,535.95	143,934.70	-	-	-	-	-	-	-	-	-	96.88	7,750.33	201,508.58
Assistant Engineer	50	2201	502	57.82	4,625.32	120,258.32	60.71	4,856.57	126,270.82	63.74	5,099.39	132,584.14	66.93	5,354.39	139,214.14	70.28	5,622.14	146,175.64
Assistant Finance Director	60	1109	669	72.98	5,838.26	151,794.76	-	-	-	-	-	-	-	-	-	102.17	8,173.76	212,517.76
Assistant Fire Marshal	60	2501	632	93.05	7,443.79	193,538.54	-	-	-	-	-	-	-	-	-	130.27	10,421.31	270,954.06
Assistant Planner	50	2801	503	55.44	4,435.07	115,311.82	58.21	4,656.94	121,080.44	61.11	4,888.95	127,112.70	64.17	5,133.33	133,466.58	67.38	5,390.10	140,142.60
Assistant Pool Manager	70	5609	709	22.66	1,812.80	47,132.80	-	-	-	-	-	-	-	-	-	31.57	2,525.60	65,665.60
Assistant Water Operator	20	7212	221	47.55	3,566.14	92,719.64	49.93	3,744.46	97,355.96	52.42	3,931.67	102,223.42	55.04	4,128.24	107,334.24	57.80	4,334.68	112,701.68
Assistant Water Operator - 40	20	8611	226	47.83	3,826.17	99,480.42	50.22	4,017.68	104,459.68	52.73	4,218.74	109,687.24	55.38	4,430.52	115,193.52	58.15	4,651.95	120,950.70
Associate Civil Engineer	50	2202	504	66.49	5,319.09	138,296.34	69.81	5,585.07	145,211.82	73.30	5,864.34	152,472.84	76.97	6,157.56	160,096.56	80.82	6,465.45	168,101.70
Associate Planner	50	2802	505	63.74	5,099.52	132,587.52	66.94	5,355.19	139,234.94	70.29	5,623.22	146,203.72	73.80	5,903.65	153,494.90	77.48	6,198.73	161,166.98
Budget Manager	80	1115	839	66.25	5,299.89	137,797.02	-	-	-	-	-	-	-	-	-	87.20	6,976.19	181,380.93
Building & Housing Director	60	1802	658	88.20	7,055.63	183,446.38	-	-	-	-	-	-	-	-	-	123.47	9,877.89	256,825.14
Building Inspection Manager	80	3809	848	69.02	5,521.25	143,552.41	-	-	-	-	-	-	-	-	-	83.89	6,711.16	174,490.13
Building Inspector Apprentice	70	8610	770	28.00	2,240.00	58,240.00	-	-	-	-	-	-	-	-	-	35.00	2,800.00	72,800.00
Building Official	60	1804	676	77.58	6,206.24	161,362.24	-	-	-	-	-	-	-	-	-	108.61	8,688.74	225,907.24
Building Permit Technician	50	5801	508	42.33	3,386.76	88,055.76	44.46	3,556.47	92,468.22	46.69	3,734.89	97,107.14	49.01	3,920.93	101,944.18	51.46	4,116.78	107,036.28
Building/NP Inspector	50	3801	507	56.11	4,488.96	116,712.96	58.92	4,713.46	122,549.96	61.86	4,949.08	128,676.08	64.96	5,196.56	135,110.56	68.20	5,456.35	141,865.10
Business Systems Analyst/Dev	80	2119	853	60.58	4,846.79	126,016.53	-	-	-	-	-	-	-	-	-	79.75	6,379.85	165,876.17
Buyer	80	2106	803	45.04	3,602.84	93,673.94	-	-	-	-	-	-	-	-	-	59.28	4,742.46	123,304.00
CIP Manager	60	2211	642	67.02	5,361.33	139,394.58	-	-	-	-	-	-	-	-	-	93.83	7,506.45	195,167.70
Case Manager	50	5612	544	37.93	3,034.56	78,898.56	-	-	-	-	-	-	-	-	-	47.34	3,787.06	98,463.56
Chief Fire Enforcement Officer	60	1505	656	76.62	6,129.71	159,372.46	-	-	-	-	-	-	-	-	-	107.27	8,581.60	223,121.60
Chief of Police	60	1402	650	122.64	9,811.05	255,087.30	-	-	-	-	-	-	-	-	-	171.69	13,735.51	357,123.26
City Attorney	60	1112	644	99.96	7,997.00	207,922.00	-	-	-	-	-	-	-	-	-	124.95	9,996.27	259,903.02
City Clerk	60	1101	605	67.06	5,364.87	139,486.62	-	-	-	-	-	-	-	-	-	93.90	7,511.67	195,303.42
City Engineer	60	1201	606	78.23	6,258.32	162,716.32	-	-	-	-	-	-	-	-	-	109.52	8,761.65	227,802.90
City Manager	60	1102	697	182.21	14,576.92	378,999.92	-	-	-	-	-	-	-	-	-	182.21	14,576.92	378,999.92
Code Enforcement Officer	50	5804	515	49.06	3,925.02	102,050.52	51.52	4,121.33	107,154.58	54.10	4,328.27	112,535.02	56.81	4,544.67	118,161.42	59.65	4,771.74	124,065.24
Communications Dispatch Superv	40	6409	456	61.94	4,954.90	128,827.40	65.03	5,202.64	135,268.64	68.28	5,462.79	142,032.54	71.70	5,735.94	149,134.44	75.28	6,022.74	156,591.24
Communications Dispatcher	40	6408	455	53.63	4,290.14	111,543.64	56.31	4,504.62	117,120.12	59.12	4,729.84	122,975.84	62.08	4,966.29	129,123.54	65.18	5,214.61	135,579.86
Community Service Officer	40	6412	460	46.22	3,697.73	96,140.98	48.53	3,882.63	100,948.38	50.96	4,076.76	105,995.76	53.51	4,280.59	111,295.34	56.18	4,494.64	116,860.64
Councilmember	60	1107	699	20.87	417.40	10,852.40	-	-	-	-	-	-	-	-	-	20.87	417.40	10,852.40
Crime Analyst	80	2105	809	54.40	4,352.39	113,162.05	-	-	-	-	-	-	-	-	-	71.61	5,729.08	148,956.17
Cross Connection Specialist	20	8626	239	49.43	3,954.49	102,816.74	52.03	4,162.61	108,227.86	54.77	4,381.70	113,924.20	57.65	4,612.31	119,920.06	60.69	4,855.06	126,231.56
Customer Services Supervisor	80	2127	847	52.76	4,220.40	109,730.44	-	-	-	-	-	-	-	-	-	69.44	5,554.97	144,429.29
Deputy City Attorney	60	1114	646	63.14	5,050.96	131,324.96	-	-	-	-	-	-	-	-	-	87.52	7,001.35	182,035.10
Deputy City Clerk	80	6102	835	51.81	4,144.42	107,755.01	-	-	-	-	-	-	-	-	-	62.97	5,037.56	130,976.66
Deputy City Manager	60	1119	672	99.38	7,950.37	206,709.62	-	-	-	-	-	-	-	-	-	139.07	11,125.91	289,273.66
Deputy Director of IT	60	1123	679	80.31	6,424.82	167,045.32	-	-	-	-	-	-	-	-	-	102.85	8,227.82	213,923.32
Deputy Fire Chief	60	1504	633	117.25	9,379.84	243,875.84	-	-	-	-	-	-	-	-	-	164.15	13,131.77	341,426.02
Deputy Public Works Director	60	1207	654	78.23	6,258.32	162,716.32	-	-	-	-	-	-	-	-	-	109.52	8,761.65	227,802.90
Digital Media Specialist	80	2121	840	46.87	3,749.30	97,481.75	-	-	-	-	-	-	-	-	-	61.69	4,935.22	128,315.73
Dir of Recr & Community Svcs	60	1208	655	86.37	6,909.53	179,647.78	-	-	-	-	-	-	-	-	-	121.15	9,692.19	251,996.94
Econ Dev Dir & Strat Init	60	1206	653	86.37	6,909.53	179,647.78	-	-	-	-	-	-	-	-	-	121.15	9,692.19	251,996.94
Economic Development Coord	80	8623	852	57.17	4,573.41	118,908.70	-	-	-	-	-	-	-	-	-	70.89	5,670.98	147,445.39
Economic Development Spec	80	8606	850	54.44	4,355.25	113,236.58	-	-	-	-	-	-	-	-	-	65.72	5,257.23	136,688.10
Electrical/Building Inspector	50	3802	511	58.92	4,713.45	122,549.70	61.86	4,949.08	128,676.08	64.96	5,196.55	135,110.30	68.20	5,456.35	141,865.10	71.61	5,729.19	148,958.94
Emergency Services Coordinator	80	2502	836	60.15	4,811.86	125,108.26	-	-	-	-	-	-	-	-	-	79.16	6,333.04	164,659.13
Engineering Aide	50	3201	512	45.98	3,678.31	95,636.06	48.28	3,862.23	100,417.98	50.69	4,055.33	105,438.58	53.23	4,258.07	110,709.82	55.89	4,470.97	116,245.22
Engineering Permit Technician	50	2210	540	41.39	3,311.12	86,089.12	43.46	3,476.68	90,393.68	45.63	3,650.50	94,913.00	47.91	3,832.98	99,657.48	50.31	4,024.66	104,641.16

CITY OF MILPITAS - HUMAN RESOURCES
All Job Classifications/Salary Table Projection - MidCon 5%

				Step A			Step B			Step C			Step D			Step E		
Classification	Union Code	Occ Code	Pay Grade	Hourly	BiWeekly	Annual	Hourly	BiWeekly	Annual	Hourly	BiWeekly	Annual	Hourly	BiWeekly	Annual	Hourly	BiWeekly	Annual
Entry Firefighter/EMT - 40	10	4512	115	58.36	4,668.57	121,382.82	61.28	4,902.01	127,452.26	-	-	-	-	-	-	-	-	-
Entry Firefighter/EMT - 56	10	4510	112	41.68	4,668.57	121,382.82	43.77	4,902.01	127,452.26	-	-	-	-	-	-	-	-	-
Entry Firefighter/Paramedic-40	10	4513	116	65.36	5,228.81	135,949.06	68.63	5,490.25	142,746.50	-	-	-	-	-	-	-	-	-
Entry Firefighter/Paramedic-56	10	4511	113	46.69	5,228.81	135,949.06	49.02	5,490.25	142,746.50	-	-	-	-	-	-	-	-	-
Entry Level Fire Inspector	10	3508	114	50.39	4,031.53	104,819.78	52.91	4,233.11	110,060.86	55.56	4,444.77	115,564.02	58.34	4,667.01	121,342.26	61.25	4,900.36	127,409.36
Envir & Regulatory Comply Spec	80	8624	851	58.10	4,648.22	120,853.82	-	-	-	-	-	-	-	-	-	76.48	6,118.40	159,078.47
Environmental Inspector	50	2213	553	58.92	4,713.45	122,549.70	61.86	4,949.11	128,676.86	64.96	5,196.57	135,110.82	68.20	5,456.38	141,865.88	71.61	5,729.19	148,958.94
Equip Maint Worker I - 40	20	8612	227	43.50	3,479.61	90,469.86	45.65	3,651.83	94,947.58	47.93	3,834.76	99,703.76	50.34	4,027.27	104,709.02	52.85	4,228.37	109,937.62
Equip Maint Worker II - 40	20	8613	228	47.83	3,826.17	99,480.42	50.22	4,017.68	104,459.68	52.73	4,218.74	109,687.24	55.38	4,430.52	115,193.52	58.15	4,651.95	120,950.70
Equip Maint Worker III - 40	20	8614	229	53.88	4,310.74	112,079.24	56.59	4,526.81	117,697.06	59.42	4,753.59	123,593.34	62.39	4,991.05	129,767.30	65.52	5,241.35	136,275.10
Equipment Maint. Worker I	20	7202	200	43.23	3,241.94	84,290.44	45.39	3,404.04	88,505.04	47.66	3,574.29	92,931.54	50.04	3,752.98	97,577.48	52.54	3,940.63	102,456.38
Equipment Maint. Worker II	20	7203	201	47.55	3,566.14	92,719.64	49.93	3,744.46	97,355.96	52.42	3,931.67	102,223.42	55.04	4,128.24	107,334.24	57.80	4,334.68	112,701.68
Equipment Maint. Worker III	20	7204	202	53.57	4,018.08	104,470.08	56.25	4,218.91	109,691.66	59.07	4,429.90	115,177.40	62.02	4,651.39	120,936.14	65.12	4,883.97	126,983.22
Executive Assistant	80	6117	812	47.69	3,814.97	99,189.09	50.07	4,005.75	104,149.50	52.58	4,206.03	109,356.70	55.20	4,416.32	114,824.35	57.96	4,637.14	120,565.54
FF/Paramedic Trainee - 40	10	4504	107	62.25	4,979.81	129,475.06	62.25	4,979.81	129,475.06	62.25	4,979.81	129,475.06	62.25	4,979.81	129,475.06	62.25	4,979.81	129,475.06
FF/Paramedic Trainee - 56	10	4514	155	44.46	4,979.81	129,475.06	44.46	4,979.81	129,475.06	44.46	4,979.81	129,475.06	44.46	4,979.81	129,475.06	44.46	4,979.81	129,475.06
Finance Director	60	1103	627	88.58	7,086.27	184,243.02	-	-	-	-	-	-	-	-	-	124.00	9,919.98	257,919.48
Finance Manager	60	1116	647	62.51	5,001.18	130,030.68	-	-	-	-	-	-	-	-	-	87.52	7,001.68	182,043.68
Financial Analyst I	80	2125	844	42.44	3,394.83	88,265.54	-	-	-	-	-	-	-	-	-	55.86	4,468.60	116,183.61
Financial Analyst II	80	2126	845	46.87	3,749.30	97,481.75	-	-	-	-	-	-	-	-	-	61.69	4,935.22	128,315.73
Fire Battalion Chief	10	2508	153	62.45	6,993.89	181,841.14	-	-	-	-	-	-	-	-	-	87.42	9,791.45	254,577.70
Fire Battalion Chief - 40	10	2509	154	87.42	6,993.89	181,841.14	-	-	-	-	-	-	-	-	-	122.39	9,791.45	254,577.70
Fire Captain	10	2504	100	54.65	6,120.86	159,142.36	57.38	6,426.90	167,099.40	60.25	6,748.26	175,454.76	63.27	7,085.68	184,227.68	66.43	7,439.97	193,439.22
Fire Captain - 40	10	2507	108	76.51	6,120.86	159,142.36	80.34	6,426.90	167,099.40	84.35	6,748.26	175,454.76	88.57	7,085.68	184,227.68	93.00	7,439.97	193,439.22
Fire Chief	60	1502	630	129.27	10,341.38	268,875.88	-	-	-	-	-	-	-	-	-	180.97	14,477.97	376,427.22
Fire Engineer/EMT	10	4501	102	48.19	5,397.38	140,331.88	50.60	5,667.26	147,348.76	53.13	5,950.62	154,716.12	55.79	6,248.16	162,452.16	58.58	6,560.57	170,574.82
Fire Engineer/EMT - 40	10	4515	156	67.47	5,397.38	140,331.88	70.84	5,667.26	147,348.76	74.38	5,950.62	154,716.12	78.10	6,248.16	162,452.16	82.01	6,560.57	170,574.82
Fire Engineer/Paramedic	10	4505	151	53.97	6,045.08	157,172.08	56.67	6,347.34	165,030.84	59.51	6,664.71	173,282.46	62.48	6,997.96	181,946.96	65.61	7,347.86	191,044.36
Fire Prevention Inspector	10	3501	106	77.26	6,180.56	160,694.56	81.12	6,489.60	168,729.60	85.18	6,814.09	177,166.34	89.43	7,154.79	186,024.54	93.91	7,512.54	195,326.04
Fire Protection Engineer	10	3507	110	77.26	6,180.56	160,694.56	81.12	6,489.60	168,729.60	85.18	6,814.09	177,166.34	89.43	7,154.79	186,024.54	93.91	7,512.54	195,326.04
Firefighter/EMT	10	4502	103	45.96	5,147.11	133,824.86	48.25	5,404.48	140,516.48	50.67	5,674.70	147,542.20	53.20	5,958.45	154,919.70	55.86	6,256.37	162,665.62
Firefighter/EMT - 40	10	4516	157	64.34	5,147.11	133,824.86	67.56	5,404.48	140,516.48	70.93	5,674.70	147,542.20	74.48	5,958.45	154,919.70	78.20	6,256.37	162,665.62
Firefighter/EMT Trainee - 40	10	4509	109	55.58	4,446.26	115,602.76	55.58	4,446.26	115,602.76	55.58	4,446.26	115,602.76	55.58	4,446.26	115,602.76	55.58	4,446.26	115,602.76
Firefighter/Paramedic	10	4503	104	51.47	5,764.76	149,883.76	54.04	6,053.01	157,378.26	56.75	6,355.66	165,247.16	59.58	6,673.45	173,509.70	62.56	7,007.13	182,185.38
Fitness Instructor	70	5620	713	35.00	2,800.00	72,800.00	-	-	-	-	-	-	-	-	-	75.00	6,000.00	156,000.00
Fleet Maint Worker I -40	20	8615	230	41.52	3,321.69	86,363.94	43.60	3,488.16	90,692.16	45.78	3,662.30	95,219.80	48.06	3,845.18	99,974.68	50.47	4,037.94	104,986.44
Fleet Maint Worker II - 40	20	8616	231	45.67	3,653.53	94,991.78	47.96	3,836.42	99,746.92	50.35	4,028.06	104,729.56	52.87	4,229.59	109,969.34	55.51	4,440.97	115,465.22
Fleet Maint Worker III -40	20	8617	232	52.53	4,202.20	109,257.20	55.16	4,412.50	114,725.00	57.91	4,632.63	120,448.38	60.80	4,863.69	126,455.94	63.85	5,107.91	132,805.66
Fleet Maintenance Worker I	20	7207	213	41.52	3,114.09	80,966.34	43.60	3,269.77	85,014.02	45.78	3,433.28	89,265.28	48.07	3,604.88	93,726.88	50.47	3,785.15	98,413.90
Fleet Maintenance Worker II	20	7208	214	45.67	3,425.51	89,063.26	47.96	3,596.75	93,515.50	50.35	3,776.62	98,192.12	52.87	3,965.47	103,102.22	55.52	4,163.66	108,255.16
Fleet Maintenance Worker III	20	7209	215	52.52	3,939.30	102,421.80	55.15	4,136.24	107,542.24	57.91	4,343.03	112,918.78	60.80	4,560.16	118,564.16	63.84	4,788.25	124,494.50
GIS Technician	50	2212	552	57.82	4,625.32	120,258.32	60.71	4,856.57	126,270.82	63.74	5,099.43	132,585.18	66.93	5,354.37	139,213.62	70.28	5,622.16	146,176.16
Hazardous Materials Inspector	10	3502	105	77.26	6,180.56	160,694.56	81.12	6,489.60	168,729.60	85.18	6,814.09	177,166.34	89.43	7,154.79	186,024.54	93.91	7,512.54	195,326.04
Housing Official	60	1120	673	72.98	5,838.26	151,794.76	-	-	-	-	-	-	-	-	-	102.17	8,173.76	212,517.76
Human Resources Analyst I	80	2124	843	45.45	3,635.80	94,530.89	-	-	-	-	-	-	-	-	-	59.83	4,786.31	124,444.05
Human Resources Analyst II	80	2123	842	50.19	4,015.32	104,398.20	-	-	-	-	-	-	-	-	-	66.06	5,285.08	137,412.09
Human Resources Assistant	80	2108	846	32.37	2,589.95	67,338.73	33.99	2,719.35	70,703.18	35.69	2,855.32	74,238.26	37.48	2,998.11	77,950.78	39.35	3,147.98	81,847.58
Human Resources Director	60	1105	613	88.08	7,046.40	183,206.40	-	-	-	-	-	-	-	-	-	123.31	9,864.99	256,489.74
Human Resources Manager	60	1209	677	67.22	5,377.53	139,815.78	-	-	-	-	-	-	-	-	-	94.11	7,528.53	195,741.78
Human Resources Technician	80	2107	816	39.27	3,141.29	81,673.41	41.24	3,299.03	85,774.69	43.29	3,463.25	90,044.41	45.46	3,637.08	94,564.20	47.73	3,818.46	99,280.00
I T Director	60	2113	624	86.92	6,953.71	180,796.46	-	-	-	-	-	-	-	-	-	121.69	9,735.17	253,114.42
I T Manager	80	2116	819	68.42	5,473.52	142,311.62	-	-	-	-	-	-	-	-	-	90.06	7,205.16	187,334.24
I T Technician	50	3101	542	46.00	3,680.08	95,682.08	48.30	3,864.07	100,465.82	50.72	4,057.22	105,487.72	53.25	4,260.09	110,762.34	55.91	4,473.12	116,301.12
Information Technology Analyst	80	2118	831	57.56	4,604.42	119,714.87	-	-	-	-	-	-	-	-	-	75.76	6,060.77	157,579.97
Junior Engineer	50	2203	519	52.56	4,204.80	109,324.80	55.19	4,415.05	114,791.30	57.95	4,635.81	120,531.06	60.84	4,867.59	126,557.34	63.89	5,110.98	132,885.48
Junior Planner	50	2804	520	47.59	3,807.00	98,982.00	49.97	3,997.38	103,931.88	52.47	4,197.22	109,127.72	55.09	4,407.14	114,585.64	57.84	4,627.45	120,313.70
Legal Assistant	60	1124	689	41.29	3,303.48	85,890.48	43.36	3,468.65	90,184.90	45.53	3,642.10	94,694.60	47.80	3,824.18	99,428.68	50.19	4,015.38	104,399.88
Lifeguard	70	5610	710	18.20	1,456.00	37,856.00	-	-	-	-	-	-	-	-	-	25.36	2,028.80	52,748.80
Maint Worker III - 40	20	8619	234	44.72	3,577.96	93,026.96	46.96	3,757.13	97,685.38	49.31	3,944.87	102,566.62	51.78	4,142.28	107,699.28	54.37	4,349.34	113,082.84</

CITY OF MILPITAS - HUMAN RESOURCES
All Job Classifications/Salary Table Projection - MidCon 5%

				Step A			Step B			Step C			Step D			Step E		
Classification	Union Code	Occ Code	Pay Grade	Hourly	BiWeekly	Annual	Hourly	BiWeekly	Annual	Hourly	BiWeekly	Annual	Hourly	BiWeekly	Annual	Hourly	BiWeekly	Annual
Maintenance Assistant	20	8625	238	27.27	2,181.76	56,725.76	28.56	2,285.14	59,413.64	29.90	2,392.08	62,194.08	31.32	2,505.27	65,137.02	32.79	2,622.92	68,195.92
Maintenance Custodian I	20	8101	203	31.86	2,389.34	62,122.84	33.45	2,508.81	65,229.06	35.12	2,634.28	68,491.28	36.88	2,765.99	71,915.74	38.72	2,904.29	75,511.54
Maintenance Custodian I - 40	20	8107	222	31.86	2,548.65	66,264.90	33.45	2,676.05	69,577.30	35.12	2,809.87	73,056.62	36.88	2,950.38	76,709.88	38.72	3,097.88	80,544.88
Maintenance Custodian II	20	8102	204	35.04	2,628.34	68,336.84	36.80	2,759.72	71,752.72	38.64	2,897.73	75,340.98	40.57	3,042.53	79,105.78	42.60	3,194.70	83,062.20
Maintenance Custodian II - 40	20	8108	223	35.04	2,803.56	72,892.56	36.80	2,943.67	76,535.42	38.64	3,090.90	80,363.40	40.57	3,245.39	84,380.14	42.60	3,407.71	88,600.46
Maintenance Custodian III	20	8103	205	40.30	3,022.52	78,585.52	42.32	3,173.64	82,514.64	44.43	3,332.32	86,640.32	46.65	3,498.95	90,972.70	48.99	3,673.94	95,522.44
Maintenance Custodian III - 40	20	8618	233	40.30	3,224.24	83,830.24	42.32	3,385.21	88,015.46	44.44	3,554.96	92,428.96	46.65	3,732.37	97,041.62	48.98	3,918.55	101,882.30
Maintenance Supervisor	80	6124	858	68.52	5,481.84	142,527.84	71.96	5,756.52	149,669.52	75.55	6,043.80	157,138.80	79.33	6,346.20	165,001.20	83.30	6,663.72	173,256.72
Maintenance Worker I	20	8202	206	35.04	2,628.34	68,336.84	36.80	2,759.72	71,752.72	38.64	2,897.73	75,340.98	40.57	3,042.61	79,107.86	42.60	3,194.70	83,062.20
Maintenance Worker I-40	20	8203	207	35.36	2,829.11	73,556.86	37.12	2,969.65	77,210.90	38.98	3,118.79	81,088.54	40.93	3,274.35	85,133.10	42.98	3,438.50	89,401.00
Maintenance Worker II	20	8204	208	38.55	2,891.14	75,169.64	40.48	3,035.68	78,927.68	42.50	3,187.43	82,873.18	44.62	3,346.83	87,017.58	46.86	3,514.17	91,368.42
Maintenance Worker II-40	20	8205	209	38.89	3,111.27	80,893.02	40.84	3,266.84	84,937.84	42.89	3,430.99	89,205.74	45.02	3,601.56	93,640.56	47.27	3,781.80	98,326.80
Maintenance Worker III	20	8206	210	44.33	3,324.76	86,443.76	46.55	3,491.01	90,766.26	48.87	3,665.56	95,304.56	51.32	3,848.84	100,069.84	53.88	4,041.31	105,074.06
Maintenance Worker/Seasonal	70	8207	760	22.43	1,794.40	46,654.40	-	-	-	-	-	-	-	-	-	31.25	2,500.00	65,000.00
Management Analyst	80	2128	854	60.25	4,820.32	125,328.29	-	-	-	-	-	-	-	-	-	84.37	6,749.94	175,498.32
Marketing Coordinator	50	5614	548	44.67	3,573.53	92,911.78	46.90	3,752.20	97,557.20	49.25	3,939.80	102,434.80	51.71	4,136.79	107,556.54	54.30	4,343.64	112,934.64
Mayor	60	1118	696	26.09	521.88	13,568.88	-	-	-	-	-	-	-	-	-	26.09	521.88	13,568.88
Office Assistant I	50	6108	516	30.22	2,417.61	62,857.86	31.73	2,538.47	66,000.22	33.32	2,665.41	69,300.66	34.98	2,798.64	72,764.64	36.73	2,938.58	76,403.08
Office Assistant II	50	6109	517	33.24	2,659.24	69,140.24	34.90	2,792.16	72,596.16	36.65	2,931.85	76,228.10	38.48	3,078.43	80,039.18	40.40	3,232.29	84,039.54
Office Specialist	50	6110	518	38.23	3,058.11	79,510.86	40.14	3,211.07	83,487.82	42.15	3,371.65	87,662.90	44.25	3,540.27	92,047.02	46.47	3,717.21	96,647.46
PW Division Mgr. - Eng.	60	1127	692	78.83	6,306.41	163,966.66	-	-	-	-	-	-	-	-	-	98.54	7,883.01	204,958.26
PW Division Mgr. - Opr.	60	1126	691	78.83	6,306.41	163,966.66	-	-	-	-	-	-	-	-	-	98.54	7,883.01	204,958.26
PW Division Mgr. - Util.	60	1128	693	78.83	6,306.41	163,966.66	-	-	-	-	-	-	-	-	-	98.54	7,883.01	204,958.26
Patrol Officer	40	4401	404	58.45	4,675.95	121,574.70	61.37	4,909.75	127,653.50	64.44	5,155.20	134,035.20	67.66	5,412.97	140,737.22	71.04	5,683.59	147,773.34
Patrol Officer Trainee	40	4402	458	57.19	4,575.53	118,963.78	60.05	4,804.22	124,909.72	63.06	5,044.49	131,156.74	66.21	5,296.68	137,713.68	69.52	5,561.46	144,597.96
Payroll Specialist	80	6125	859	41.62	3,329.56	86,568.57	43.70	3,496.05	90,897.26	45.89	3,670.83	95,441.62	48.18	3,854.40	100,214.48	50.59	4,047.05	105,223.21
Plan Check Engineer	50	3807	521	68.04	5,443.28	141,525.28	71.44	5,714.87	148,586.62	75.01	6,001.02	156,026.52	78.76	6,300.57	163,814.82	82.75	6,619.74	172,113.24
Plan Checker	50	3803	522	58.02	4,641.57	120,680.82	60.92	4,873.60	126,713.60	63.97	5,117.69	133,059.94	67.16	5,372.82	139,693.32	70.53	5,642.22	146,697.72
Plan Review Manager	60	1210	678	73.27	5,861.99	152,411.74	-	-	-	-	-	-	-	-	-	95.30	7,624.07	198,225.82
Planning Commissioners	70	1108	698	1.00	20.00	520.00	-	-	-	-	-	-	-	-	-	1.00	20.00	520.00
Planning Director	60	1803	607	88.20	7,055.63	183,446.38	-	-	-	-	-	-	-	-	-	123.47	9,877.89	256,825.14
Planning Manager	60	2803	602	67.22	5,377.53	139,815.78	-	-	-	-	-	-	-	-	-	94.11	7,528.53	195,741.78
Planning Technician	50	2813	554	42.33	3,386.76	88,055.76	44.46	3,556.47	92,468.22	46.69	3,734.89	97,107.14	49.01	3,920.93	101,944.18	51.46	4,116.78	107,036.28
Police Assistant	40	6401	450	54.48	4,358.54	113,322.04	57.21	4,576.41	118,986.66	60.07	4,805.22	124,935.72	63.07	5,045.52	131,183.52	66.22	5,297.80	137,742.80
Police Captain	60	1401	651	111.24	8,898.85	231,370.10	-	-	-	-	-	-	-	-	-	155.73	12,458.34	323,916.84
Police Clerk I	40	6402	451	39.05	3,124.14	81,227.64	41.00	3,280.38	85,289.88	43.05	3,444.37	89,553.62	45.21	3,616.60	94,031.60	47.47	3,797.35	98,731.10
Police Clerk II	40	6403	452	42.96	3,436.49	89,348.74	45.11	3,608.41	93,818.66	47.36	3,788.81	98,509.06	49.73	3,978.28	103,435.28	52.21	4,177.11	108,604.86
Police Clerk Supervisor	40	6404	454	49.62	3,969.23	103,199.98	52.10	4,167.73	108,360.98	54.70	4,376.06	113,777.56	57.44	4,594.89	119,467.14	60.31	4,824.61	125,439.86
Police Evidence Technician	40	8607	459	45.56	3,644.48	94,756.48	47.83	3,826.68	99,493.68	50.23	4,018.04	104,469.04	52.74	4,218.97	109,693.22	55.37	4,429.90	115,177.40
Police Lieutenant	40	2402	400	89.65	7,172.22	186,477.72	94.14	7,530.84	195,801.84	98.84	7,907.41	205,592.66	103.79	8,302.80	215,872.80	108.97	8,717.92	226,665.92
Police Officer	40	4403	403	63.91	5,113.19	132,942.94	67.11	5,368.93	139,592.18	70.47	5,637.36	146,571.36	73.99	5,919.17	153,898.42	77.69	6,215.20	161,595.20
Police Officer Trainee	40	4404	457	62.54	5,003.38	130,087.88	65.67	5,253.60	136,593.60	68.95	5,516.33	143,424.58	72.40	5,792.09	150,594.34	76.02	6,081.71	158,124.46
Police Sergeant	40	4405	401	77.21	6,176.88	160,598.88	81.07	6,485.73	168,628.98	85.13	6,810.01	177,060.26	89.38	7,150.61	185,915.86	93.85	7,508.13	195,211.38
Police Support Services Mgr	60	1404	657	65.19	5,215.27	135,597.02	-	-	-	-	-	-	-	-	-	91.27	7,301.71	189,844.46
Pool Manager	70	5608	708	23.72	1,897.60	49,337.60	-	-	-	-	-	-	-	-	-	33.05	2,644.00	68,744.00
Principal Civil Engineer	80	2204	822	71.91	5,752.43	149,563.05	-	-	-	-	-	-	-	-	-	93.52	7,481.55	194,520.42
Principal Planner	80	2811	823	74.14	5,930.89	154,203.23	-	-	-	-	-	-	-	-	-	89.79	7,183.23	186,763.94
Program Coordinator	50	5606	523	41.66	3,332.62	86,648.12	-	-	-	-	-	-	-	-	-	54.83	4,386.73	114,054.98
Public Information Officer	60	1122	674	64.70	5,175.88	134,572.88	-	-	-	-	-	-	-	-	-	90.58	7,246.26	188,402.76
Public Services Assistant I	50	6601	524	34.75	2,780.15	72,283.90	36.49	2,919.18	75,898.68	38.31	3,065.18	79,694.68	40.23	3,218.42	83,678.92	42.24	3,379.33	87,862.58
Public Services Assistant II	50	6602	525	38.23	3,058.15	79,511.90	40.14	3,211.11	83,488.86	42.15	3,371.64	87,662.64	44.25	3,540.29	92,047.54	46.47	3,717.21	96,647.46
Public Works Director	60	1204	635	90.69	7,255.01	188,630.26	-	-	-	-	-	-	-	-	-	126.96	10,157.05	264,083.30
Public Works Inspector	50	3202	526	56.11	4,488.96	116,712.96	58.92	4,713.46	122,549.96	61.86	4,949.08	128,676.08	64.96	5,196.56	135,110.56	68.20	5,456.35	141,865.10
Public Works Manager	60	1117	648	60.36	4,828.73	125,546.98	-	-	-	-	-	-	-	-	-	84.50	6,760.22	175,765.72
Purchasing Agent	80	1106	826	59.36	4,748.93	123,472.17	-	-	-	-	-	-	-	-	-	76.56	6,124.80	159,244.72
Recreation Administrative Asst	70	5619	712	18.20	1,456.00	37,856.00	-	-	-	-	-	-	-	-	-	25.36	2,028.80	52,748.80
Recreation Attendant	70	5618	711	18.20	1,456.00	37,856.00	-	-	-	-	-	-	-	-	-	25.36	2,028.80	52,748.80
Recreation Instructors	70	5607	707	18.82	1,505.60	39,145.60	-	-	-	-	-	-	-	-	-	37.64	3,011.20	78,291.20
Recreation Leader	70	5617	706	18.20	1,456.00	37,856.00	-	-	-	-	-	-	-	-	-	25.36	2,028.80	52,748.80

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				Step A			Step B			Step C			Step D			Step E		
Classification	Union Code	Occ Code	Pay Grade	Hourly	BiWeekly	Annual	Hourly	BiWeekly	Annual	Hourly	BiWeekly	Annual	Hourly	BiWeekly	Annual	Hourly	BiWeekly	Annual
Recreation Services Supervisor	80	2601	827	56.71	4,536.45	117,947.74	-	-	-	-	-	-	-	-	-	74.63	5,970.57	155,234.90
Recreation Svcs Assistant I	50	8601	527	19.64	1,571.46	40,857.96	20.63	1,650.01	42,900.26	21.66	1,732.57	45,046.82	22.74	1,819.16	47,298.16	23.88	1,910.16	49,664.16
Recreation Svcs Assistant II	50	8602	528	23.32	1,865.82	48,511.32	24.49	1,959.32	50,942.32	25.72	2,057.24	53,488.24	27.00	2,160.15	56,163.90	28.35	2,268.10	58,970.60
Recreation Svcs Assistant III	50	8603	529	26.81	2,144.74	55,763.24	28.15	2,251.92	58,549.92	29.56	2,364.52	61,477.52	31.03	2,482.73	64,550.98	32.59	2,606.92	67,779.92
Recreation Svcs Assistant IV	50	8604	530	31.45	2,516.34	65,424.84	33.03	2,642.15	68,695.90	34.68	2,774.24	72,130.24	36.41	2,912.97	75,737.22	38.23	3,058.61	79,523.86
Retired Annuitant - Extra Help	70	5107	747	50.00	4,000.00	104,000.00	-	-	-	-	-	-	-	-	-	125.00	10,000.00	260,000.00
Retired Annuitant - Interim	70	5108	748	50.00	4,000.00	104,000.00	-	-	-	-	-	-	-	-	-	125.00	10,000.00	260,000.00
Risk Analyst	80	2130	857	46.87	3,749.30	97,481.75	-	-	-	-	-	-	-	-	-	61.69	4,935.22	128,315.73
SCADA Technician	20	8627	240	50.39	4,031.01	104,806.26	53.04	4,243.18	110,322.68	55.83	4,466.51	116,129.26	58.77	4,701.58	122,241.08	61.86	4,949.04	128,675.04
Senior Accountant	80	2110	829	52.76	4,220.40	109,730.44	-	-	-	-	-	-	-	-	-	69.44	5,554.97	144,429.29
Senior Accounting Technician	50	6106	539	42.05	3,363.97	87,463.22	44.15	3,532.20	91,837.20	46.36	3,708.80	96,428.80	48.68	3,894.28	101,251.28	51.11	4,088.95	106,312.70
Senior Administrative Analyst	80	2112	834	58.27	4,661.58	121,201.08	-	-	-	-	-	-	-	-	-	76.70	6,136.28	159,543.38
Senior Building Inspector	50	3804	531	64.81	5,184.71	134,802.46	68.05	5,444.02	141,544.52	71.45	5,716.18	148,620.68	75.02	6,001.95	156,050.70	78.78	6,302.08	163,854.08
Senior Buyer	80	2129	856	56.00	4,479.68	116,471.63	-	-	-	-	-	-	-	-	-	68.17	5,453.86	141,800.30
Senior Executive Assistant	80	6123	855	50.19	4,015.32	104,398.20	-	-	-	-	-	-	-	-	-	66.06	5,285.08	137,412.09
Senior HR Analyst	80	2122	841	54.41	4,352.42	113,162.87	-	-	-	-	-	-	-	-	-	71.61	5,729.08	148,956.17
Senior Plan Check Engineer	50	3806	534	74.85	5,987.61	155,677.86	78.59	6,287.15	163,465.90	82.52	6,601.23	171,631.98	86.64	6,930.95	180,204.70	90.97	7,277.42	189,212.92
Senior Planner	80	2805	830	67.96	5,437.08	141,364.04	-	-	-	-	-	-	-	-	-	82.61	6,608.98	171,833.57
Senior Public Works Inspector	50	3203	535	64.81	5,184.75	134,803.50	68.05	5,444.02	141,544.52	71.45	5,716.19	148,620.94	75.02	6,001.95	156,050.70	78.78	6,302.08	163,854.08
Senior Public Works Lead	20	8609	225	59.29	4,743.18	123,322.68	62.25	4,980.34	129,488.84	65.37	5,229.36	135,963.36	68.64	5,490.81	142,761.06	72.07	5,765.51	149,903.26
Senior SCADA Technician	20	8628	241	55.43	4,434.12	115,287.12	58.34	4,667.50	121,355.00	61.41	4,913.15	127,741.90	64.65	5,171.74	134,465.24	68.05	5,443.94	141,542.44
Special Project Associate	70	5105	750	20.00	1,600.00	41,600.00	-	-	-	-	-	-	-	-	-	50.00	4,000.00	104,000.00
Special Project Associate	70	8605	750	20.00	1,600.00	41,600.00	-	-	-	-	-	-	-	-	-	50.00	4,000.00	104,000.00
Sr Code Enforcement Officer	50	5806	545	57.58	4,606.19	119,760.94	60.44	4,835.59	125,725.34	63.48	5,078.03	132,028.78	66.65	5,332.31	138,640.06	69.98	5,598.37	145,557.62
Sr. City Manager Analyst	60	1125	694	64.90	5,192.31	135,000.06	-	-	-	-	-	-	-	-	-	84.13	6,730.77	175,000.02
Sr. Public Services Assistant	50	5615	549	42.64	3,411.17	88,690.42	44.77	3,581.73	93,124.98	47.01	3,760.81	97,781.06	49.36	3,948.86	102,670.36	51.83	4,146.30	107,803.80
Sr. Special Projects Associate	70	5106	749	50.00	4,000.00	104,000.00	-	-	-	-	-	-	-	-	-	125.00	10,000.00	260,000.00
Staff Assistant	70	5104	745	18.20	1,456.00	37,856.00	-	-	-	-	-	-	-	-	-	28.16	2,252.80	58,572.80
Student Intern	70	5103	740	18.20	1,456.00	37,856.00	-	-	-	-	-	-	-	-	-	30.00	2,400.00	62,400.00
Transporation & Traffic Mgr	60	1202	675	64.70	5,175.88	134,572.88	-	-	-	-	-	-	-	-	-	90.58	7,246.26	188,402.76
Water Meter Technician I	20	8104	216	35.04	2,628.23	68,333.98	36.80	2,759.72	71,752.72	38.64	2,897.71	75,340.46	40.57	3,042.53	79,105.78	42.60	3,194.69	83,061.94
Water Meter Technician I -40	20	8620	235	35.05	2,803.66	72,895.16	36.80	2,943.85	76,540.10	38.63	3,090.61	80,355.86	40.56	3,245.02	84,370.52	42.60	3,408.22	88,613.72
Water Meter Technician II	20	8105	217	38.55	2,891.14	75,169.64	40.48	3,035.66	78,927.16	42.50	3,187.41	82,872.66	44.62	3,346.80	87,016.80	46.86	3,514.17	91,368.42
Water Meter Technician II -40	20	8621	236	38.55	3,084.02	80,184.52	40.48	3,238.46	84,199.96	42.49	3,399.45	88,385.70	44.63	3,570.30	92,827.80	46.86	3,748.82	97,469.32
Water Systems Operator	20	7211	219	53.57	4,018.07	104,469.82	56.25	4,218.55	109,682.30	59.07	4,429.89	115,177.14	62.02	4,651.39	120,936.14	65.12	4,883.97	126,983.22
Water Systems Operator - 40	20	8622	237	53.88	4,310.74	112,079.24	56.59	4,526.81	117,697.06	59.42	4,753.59	123,593.34	62.39	4,991.05	129,767.30	65.52	5,241.35	136,275.10

Union Code	Union Description
10	IAFF - International Association of Firefighters
20	MEA - Milpitas Employee Association
40	MPOA - Milpitas Police Officers Association
50	Pro-Tech - Milpitas Professional and Technical Group
60	Unrep - Unrepresented
70	Temps - Temporary
80	Mid-Con - UPEC Mid-Mgmt-Confidential Unit



CITY OF MILPITAS AGENDA REPORT (AR)

Item Title:	Adopt a Resolution to Conduct a Solar Streetlight Pilot Project, Approve a Cooperative Purchase Agreement with Fonroche Lighting America, and Approve a Budget Appropriation for Hammond Way Streetlight Project, CIP No. 4301 (Staff: Christian Di Renzo, Public Works Director, 408-586-2602; and Michael Silveira, City Engineer, 408-586-3303)
Category:	Consent Calendar-Community Services and Sustainable Infrastructure
Meeting Date:	12/2/2025
Recommendation:	Adopt a resolution to (1) Conduct a solar streetlight pilot project; (2) Approve and authorize the City Manager, or designee, to execute a cooperative purchase agreement with Fonroche Lighting America through a cooperative procurement contract solicited by Sourcewell, in an amount not-to-exceed \$100,712; (3) Approve a budget appropriation in the amount of \$110,000 from the Streetlight, Signage, Traffic Signal Improvements, CIP No. 3440; and (4) Authorize the Public Works Director, or designee, to negotiate and execute contract change order(s) in an aggregate amount not-to-exceed \$25,000 for Hammond Way Streetlight Project, CIP No. 4301.

BACKGROUND:

The Hammond Way Streetlight Project, CIP No. 4301 (Project) is in the Adopted FY 2026-2030 Capital Improvement Program (CIP). The Project will install six (6) solar streetlights to address concerns for nearby residents parking their vehicles and motorists traveling in front of the Union Pacific Railroad (UPRR) property on Hammond Way between Parc Place Drive and the San Francisco Public Utility Commission (SFPUC) property.

Staff completed an assessment for the installation of City-standard streetlights comprised of a 30-foot-high Type 15 pole with an 8-foot mast arm that connects to the Pacific Gas & Electric (PG&E) electrical grid system. The scope of work would entail engaging a design consultant, trenching approximately 1,500 feet to PG&E's nearest power source, obtaining permitting for construction with PG&E and SFPUC, and modifying existing overhead and underground utilities due to potential conflicts for an estimated cost between \$600,000 and \$700,000.

Due to the complexities and cost, staff explored installing solar streetlights in lieu of City-standard streetlights. Staff researched several vendors and invited two reputable vendors to present their products. Staff found solar streetlight installation can be at least 50% less expensive than the City-standard streetlight because it is not dependent on PG&E's electrical grid system, eliminating the cost of construction associated with the power source and permitting. Additional benefits of solar streetlights include more cost-effective installation, no recurring PG&E electricity bills, reduced risk of wire theft, and alignment with the City's Climate Action Plan. All these benefits aside, there are some long-term maintenance costs and limitations with solar streetlights, which are that the battery and solar panel requires replacement between 10 to 20 years; performance can be affected by weather conditions; and installation locations can be limited as the panels require full exposure to sunlight.

ANALYSIS:

As solar streetlight are not part of the City's adopted standard details and specifications established by the Engineering Division of the Public Works Department, staff recommends conducting a pilot project with Fonroche Lighting America (Fonroche) to consider solar streetlights as an alternative to City-standard streetlights for areas lacking lighting on or adjacent to City facilities, parks, and roadways. This would allow

staff to evaluate the product, determine whether solar lighting is a viable alternative, and develop a standard operating procedure and determine long-term maintenance costs.

The City of Milpitas Municipal Code [Section I-2-3.05 \(d\)](#) (Public Agency Purchases) specifically authorizes the City Manager to execute agreements to purchase supplies and services without complying with the quotation or bidding requirements of [Chapter 2 – Purchasing of the Municipal Code](#), if such purchases are based on an agreement or entered into by any public agency or cooperative purchasing program utilizing public agency procurements as the basis for contracts offered, regardless of whether the City is a named party to the agreement or an actual participant in such a program, provided that: (i) the underlying purchase was made using competitive negotiation or procurement procedures, and may include a nationally bid cooperative contract; and (ii) the public agency is a “public agency” as defined in Government Code section 6500. The viability of solar streetlights is a relatively niche market. Staff determined that leveraging the buying power of a larger public agency to get the best volume pricing and avoiding duplicative procurement costs would be the most cost-effective approach for the Project.

Sourcewell is a municipal contracting agency that operates as a public entity under legislative authority through Minnesota Statute Section 123A.21 and meets the definition of a public agency under Government Code Section 6500. Sourcewell was established with the statutory purpose to assist its members in meeting specific needs that are more effectively delivered cooperatively than by an individual entity. Sourcewell cooperative purchasing contracts are made available to its members through the Minnesota joint exercise of powers law. Sourcewell members outside of Minnesota may use its cooperative contracts under the authority of joint powers or intergovernmental cooperation laws.

The City of Milpitas became a participating Sourcewell member on January 11, 2008 (Account Number 17931). Sourcewell solicited on behalf of its current and potential member agencies Request for Proposals (RFP) No. 041525 for “Smart Infrastructure Solutions, Outdoor Sensors, and Related Products and Services” on February 25, 2025, and awarded Contract No. 041525 to Fonroche with a contract term effective through July 22, 2029, on August 8, 2025. Staff reviewed the documentation from Sourcewell regarding Contract No. 041525 and has determined the underlying purchase was made using competitive bidding procedures at least as restrictive as the City, as shown in Exhibit B of Attachment B.

Staff recommends the City Council adopt a resolution (Attachment A) to approve a pilot project for solar streetlight installation (and for consideration as a potential City-standard streetlight) and authorize the City Manager, or designee, to execute a cooperative purchase agreement with Fonroche through a cooperative procurement contract solicited by Sourcewell in an amount not-to-exceed \$100,712 (Attachment B).

The total Project budget is estimated at \$200,000, and the available balance in the Project is \$90,000, resulting in a funding shortfall of approximately \$110,000. Staff recommends the City Council approve an appropriation of \$110,000 from the Streetlight, Signage, & Traffic Signal Improvements (CIP No. 3440) into the Project to address the funding shortfall. CIP No. 3440 is intended to provide for repairs and improvements to Citywide streetlights, signage, and traffic signals and is funded via the annual Gas Tax revenue that can only be used to fund qualifying roadway projects. The Project is a qualifying roadway project.

The recommended construction contingency for the Project is \$25,000, equal to 25% of the total contract value, to address any unforeseen conditions that arise during the installation of the solar power streetlights. Consistent with prior Council action to ensure the successful completion of projects with tight completion schedules, staff is requesting the use of the same change order policy used for previous projects (Attachment C). This policy allows for a timely completion of the Project while enabling swift response to construction conditions and approval of necessary change orders to limit potential claims or risks to the City. The change order authority will not be exceeded without prior City Council approval.

PROJECT SCHEDULE:

Upon City Council approval staff anticipates the Project would commence in Spring/Summer 2026 and be completed by the end of 2026.

POLICY ALTERNATIVES:

Alternative 1: Do not approve a pilot project of solar streetlight installation, cooperative purchase agreement with Fonroche, and budget appropriation.

Pros: The Project funding will be returned to the Street Improvement Fund to support other priority infrastructure needs.

Cons: The public safety concerns due to the absence of adequate lighting to nearby residents parking their vehicles and to motorists traveling on Hammond Way would remain unresolved. As funding for City-standard streetlights that connect to PG&E's electrical grid will be challenging, the Project schedule would be postponed indefinitely.

Reason not Recommended: The City will miss the opportunity to evaluate if the solar streetlight can become an alternative to the City's standard streetlight that solely relies on PG&E's electrical grid. This alternative could be a viable option to address deficient areas at a lower cost, while also aligning with the City Climate Action Plan initiatives.

FISCAL IMPACT:

The City Council appropriated \$100,000 from the Street Improvement Fund as part of the adopted 2025-2029 Capital Improvement Program for the Project; the remaining balance is approximately \$90,000. The total Project budget is estimated at \$200,000, resulting in a \$110,000 funding shortfall and requiring a budget appropriation from another CIP Project.

Staff recommends appropriating \$110,000 from the Streetlight, Signage, Traffic Signal Improvements (CIP No. 3440) into the Project to address the funding shortfall. CIP No. 3440 is intended to provide for repairs and improvements to Citywide streetlights, signage, and traffic signals and is funded via the annual Gas Tax revenue that can only be used to fund qualifying roadway projects. The Project is a qualifying roadway project. The tables below provide a summary of the budget appropriation amendment and the Project's projected expenditures.

Table 1: Summary of Budget Appropriation of the Project

Project No.	Project Name	Uncommitted Balance*	Transfer to CIP 4301	Remaining Balance
3440	Streetlight, Signage, Traffic Signal Improvements	\$ 1,701,000	(\$ 110,000)	\$ 1,591,000
4301	Hammond Way Street Light Project	\$ 90,000	\$ 110,000	\$ 200,000

*Balances as of November 30, 2025

Table 2: Summary of Estimated Budget Expenditures

Fonroche Contract	\$100,712
Construction Contingency	\$25,000
Administration and Inspection	\$74,288
Total	\$200,000

CALIFORNIA ENVIRONMENTAL QUALITY ACT:

The Project consists of the construction and location of a limited number of new small facilities, as it involves a minor extension of the streetlighting system of reasonable length within the existing public right-of-way, which is exempt from CEQA pursuant to Cal. Code Regs., tit. 14, § 15303.

ATTACHMENTS:

- (a) Resolution
- (b) Cooperative Purchase Agreement
- (c) Change Order Policy

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILPITAS CONDUCT A SOLAR STREETLIGHT PILOT PROJECT; APPROVE AND AUTHORIZE CITY MANAGER, OR DESIGNEE, TO EXECUTE A COOPERATIVE PURCHASE AGREEMENT WITH FONROCHE LIGHTING AMERICA THROUGH A COOPERATIVE PROCUREMENT CONTRACT SOLICITED BY SOURCEWELL, IN AN AMOUNT NOT-TO-EXCEED \$100,712; APPROVE A BUDGET APPROPRIATION IN THE AMOUNT OF \$110,000 FROM THE GAS TAX FUND IN STREETLIGHT, SIGNAGE, TRAFFIC SIGNAL IMPROVEMENTS, CIP NO. 3440; AND AUTHORIZE THE PUBLIC WORKS DIRECTOR, OR DESIGNEE, TO NEGOTIATE AND EXECUTE CONTRACT CHANGE ORDER(S) IN AN AGGREGATE AMOUNT NOT-TO-EXCEED \$25,000 FOR HAMMOND WAY STREETLIGHT PROJECT, CIP NO. 4301.

WHEREAS, the Hammond Way Street Light Project, CIP No. 4301 (“Project”) is in the adopted 2026-2030 Capital Improvement Program (CIP); and provides for the installation of six solar streetlights to address a public safety hazard to nearby residents parking their vehicles and to motorists traveling in front of the Union Pacific Railroad (UPRR) property on Hammond Way between Parc Place Drive and the San Francisco Public Utility Commission (SFPUC) property for approximately 1,000 feet in length of the road section; and

WHEREAS, staff recommends conducting a pilot project with Fonroche Lighting America (Fonroche) to consider solar streetlight as an alternative to City-standard streetlights for areas lacking lighting on City facilities, parks, and roadways to evaluate the product and determine whether solar lighting is a viable alternative, and develop a standard operating procedure and maintenance costs as solar streetlight is not part of the City’s adopted standard details and specifications established by the Engineering Division of Public Works Department; and

WHEREAS, the purchase of solar lights through Fonroche is a niche market, an industry where they provide a comprehensive service from design to installation, and staff determined that the solicitation methods under Municipal Code Section I-2-3.01 were not practicable and a cooperative procurement agreement would be the most cost-effective approach for the Project; and

WHEREAS, Municipal Code Section I-2-3.05 (d) specifically authorizes the City Manager to execute agreement to purchase supplies and services without complying with the quotation or bidding requirements of Chapter 2 – Purchasing of the Municipal Code, if such purchases are based on an agreement or entered into by any public agency or cooperative purchasing program utilizing public agency procurements as the basis for contracts offered, regardless of whether the City is a named party to the agreement or an actual participant in such a program, provided that: (i) the underlying purchase was made using competitive negotiation or procurement procedures, and may include a nationally bid cooperative contract; and (ii) the public agency is a “public agency” as defined in Government Code section 6500; and

WHEREAS, Sourcewell is a municipal contracting agency that operates as a public entity under legislative authority through Minnesota Statute 123A.21 and qualifies as a public agency under Government Code section 6500, and the City of Milpitas has been a participating Sourcewell member since January 11, 2008; and

WHEREAS, Sourcewell issued Request for Proposals No. 041525 for Smart Infrastructure Solutions, Outdoor Sensors, and Related Products and Services on February 25, 2025, and awarded Contract No. 041525 to Fonroche effective through July 22, 2029 on August 8, 2025; and

WHEREAS, staff reviewed the RFP and Contract No. 041525 and determined the procurement met competitive bidding requirements at least as restrictive as those of the City; and

WHEREAS, staff recommends the City Council approve and authorize the City Manager to execute a cooperative purchase agreement with Fonroche through a cooperative procurement contract solicited by Sourcewell, in an amount not-to-exceed \$100,712; and

WHEREAS, the Engineer's Estimate for the Project is \$200,000 and there are not sufficient funds available in the Project and requires a budget appropriation; and

WHEREAS, staff recommends the City Council approve the budget appropriation of \$110,000 from the Gas Tax Fund in Streetlight, Signage, and Traffic Signal Improvements, CIP No. 3440, into the Project; and

WHEREAS, the Project consists of the construction and location of a limited number of new small facilities, as it involves a minor extension of the streetlighting system of reasonable length within the existing public right-of-way, which is exempt from CEQA pursuant to Cal. Code Regs., tit. 14, § 15303.

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

1. The City Council has considered the full record before it, which may include but is not limited to such things as the staff report, testimony by staff and the public, and other materials and evidence submitted or provided to it. Furthermore, the recitals set forth above are found to be true and correct and are incorporated herein by reference.
2. The City Council hereby approves the solar streetlight pilot project.
3. The City Council hereby authorizes the City Manager, or designee, to execute a cooperative purchase agreement with Fonroche Lighting America through a cooperative procurement contract solicited by Sourcewell, in an amount not-to-exceed \$100,712.
4. The City Council hereby approves a budget appropriation in the amount of \$110,000 from the Gas Tax Fund in Streetlight, Signage, and Traffic Signal Improvements, CIP No. 3440, for the Project.
5. The City Council hereby authorizes the Public Works Director, or designee, to negotiate and execute contract change order(s) in an aggregate amount not-to-exceed \$25,000 for the Project.

PASSED AND ADOPTED this _____ day of _____, 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

APPROVED:

Suzanne Guzzetta, City Clerk

Carmen Montano, Mayor

APPROVED AS TO FORM:

Christopher Creech, Acting City Attorney

**CITY OF MILPITAS
COOPERATIVELY PURCHASED AGREEMENT FOR PROCUREMENT AND
INSTALLATION OF SIX SOLAR POWERED STREETLIGHT
CONTRACT NO. _____**

This Cooperatively Purchaed Agreement for **PROCUREMENT AND INSTALLATION OF SIX SOLAR POWERED STREETLIGHT** (“Agreement”) is entered into as of the ____ day of _____, 2025 by and between the City of Milpitas, a municipal corporation organized under the laws of the State of California with its principal place of business at 455 E. Calaveras Boulevard, Milpitas, California 95035 (“City”) and Fonroche Lighting America, a corporation with its principal place of business at 2224 SE Loop 820, Building C, Fort Worth, TX 76140 (“Contractor”). City and Contractor are sometimes individually referred to as “Party” and collectively as “Parties” in this Agreement

RECITALS

WHEREAS, on August 3, 2025, the **Sourcewell** awarded a contract to Contractor entitled Master Agreement #041525, **Smart Infrastructure Solutions, Outdoor Sensors, and Related Products and Services** (“Original Contract”), pursuant to a competitive solicitation process performed in accordance with the competitive procurement rules applicable to Sourcewell; and

WHEREAS, pursuant to the City’s purchasing ordinance, the City is authorized to utilize cooperative purchasing to utilize contracts based on an agreement or entered into by any public agency or cooperative purchasing program utilizing public agency procurements as the basis for contracts offered, regardless of whether the City is a named party to the agreement or an actual participant in such a program; and

WHEREAS, the Original Contract is listed in the purchasing schedule offered by Sourcewell, a Minnesota Service cooperative purchasing program; and

WHEREAS, the City desires to rely on the Original Contract entered into between **Sourcewell** and Contractor and **procure and install six (6) solar powered streetlight** on the same terms and conditions set forth therein pursuant to this Agreement.

NOW, THEREFORE, in consideration of their mutual promises, obligations and covenants hereinafter contained, the parties hereto agree as follows:

1. **Recitals.** The foregoing recitals are true and correct and are a part of this Agreement.
2. **Term.** The term of this Agreement shall be from **November 18, 2025 to December 31, 2026**, unless earlier terminated as provided herein. The City reserves the right to review the Contractor’s performance at the end of each year and cancel all or part of the Agreement. This Agreement may be extended by the City for one (1) additional one-year terms upon mutual written consent of the City and Contractor.
3. **Incorporation By Reference.** The Scope of Services is attached hereto as Exhibit “A” and incorporated herein by this reference. The Original Contract, including all documents incorporated by reference therein, is attached hereto as Exhibit “B” and incorporated herein by this reference – all references in the Original Contract to **Sourcewell** shall be understood to mean the City of Milpitas. The Contractor’s Proposal is attached hereto as Exhibit “C” and is incorporated herein by reference. The incorporation of the Original Contract and the Contractor’s Proposal as part of this Agreement is subject to the order of precedence set forth below.

4. **Precedence of Agreement Documents.** If there is a conflict between Agreement documents, the document highest in precedence shall control. The precedence shall be:

One:	This Agreement
Two:	The Original Contract
Three:	The Contractor's Proposal

Amendments, supplemental agreements, and approved revisions to the Agreement or any part thereof become a part of item One above.

5. **Obligations of the City.**

A. The City shall be obligated to pay Contractor based upon the unit and/or lump sum prices set forth in the Original Contract and/or the Contractor's Proposal for services authorized by the City.

B. Payments to the Contractor shall be made within 30 days after receipt of an original invoice from the Contractor and acceptance of the services by City, in accordance with the following payment milestones:

- 35% Due Upon shipping of the lighting assembly to site
- 65% Balance due 30 days after final acceptance

C. In no event shall the total amount paid for this Agreement exceed **One Hundred Thousand Seven Hundred Twelve Dollars (\$100,712.00)** unless otherwise agreed to by the parties in writing.

6. **Obligations of the Contractor.**

A. Contractor shall perform the Scope of Services as required by this Agreement.

B. Contractor shall obey all Federal, State, local, and special district laws, ordinances, and regulations. Contractor is aware of the requirements of California Labor Code Sections 1720 et seq. and 1770 et seq. ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on certain "public works" and "maintenance" projects. If the Scope of Services is being performed as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and if the total compensation is \$1,000 or more, Contractor agrees to fully comply with such Prevailing Wage Laws. Contractor shall defend, indemnify and hold City, its officials, officers, employees and agents free and harmless from any claims, liabilities, costs, penalties or interest arising out of any failure or alleged failure to comply with the Prevailing Wage Laws. Any stop orders issued by the Department of Industrial Relations against Contractor or any subcontractor that affect Contractor's performance of the Scope of Services, including any delay, shall be Contractor's sole responsibility and Contractor shall indemnify City from liability arising out of the same. It shall be mandatory upon the Contractor and all subcontractors to comply with all applicable California Labor Code provisions, which include but are not limited to prevailing wages (Labor Code Sections 1771, 1774 and 1775), employment of apprentices (Labor Code Section 1777.5), certified payroll records (Labor Code Sections 1771.4 and 1776), hours of labor (Labor Code Sections 1813 and 1815), contractor registration (Labor Code Sections 1725.5 and 1771.1) and debarment of contractors and subcontractors (Labor Code Sections 1777.1). The requirement to submit certified payroll records directly to the Labor Commissioner under Labor Code section 1771.4 and to be registered with the California Department of Industrial Relations shall not apply to work performed on a public works project that is exempt pursuant to the small project exemption specified in Labor Code Sections 1771.4, 1725.5 and 1771.1.

C. The Contractor shall keep a tally of the cost for the services ordered by City. The Contractor shall not accept work orders from the City if the cost for the work will exceed the amount indicated above unless otherwise agreed to by the parties in writing.

7. **Audit.** City shall have the option of inspecting and/or auditing all records and other written materials used by Contractor in preparing its statements to City as a condition precedent to any payment to Contractor.

8. **Hold Harmless and Indemnification.** To the fullest extent permitted by law, Contractor shall defend, indemnify and hold the City, its officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury of any kind, in law or equity, to property or persons, including wrongful death, in any manner arising out of, pertaining to, or incident to any alleged acts, errors or omissions of Contractor, its officials, officers, employees, subcontractors, consultants or agents in connection with the performance of the Contractor's services or this Agreement, including without limitation the payment of all consequential damages, expert witness fees and attorneys' fees and other related costs and expenses. Notwithstanding the foregoing, to the extent Contractor's Services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Contractor.

9. **Amendments.** Any amendment, modification, or variation from the terms of this Agreement shall be in writing and shall be effective only upon mutual written approval by the City and Contractor.

10. **Anti-Discrimination.** In the performance of the terms of this Agreement, Contractor shall not engage in, nor permit subcontractors to engage in, discrimination in employment of persons because of the age, race, color, religious creed, sex, sexual orientation, national origin, ancestry, physical disability, mental disability, medical condition, or marital status of such persons.

11. **Termination.** City may, by written notice to Contractor, terminate the whole or any part of this Agreement at any time and without cause by giving written notice to Contractor of such termination, and specifying the effective date thereof, at least seven (7) days before the effective date of such termination. Upon termination, Contractor shall be compensated only for those services which have been adequately rendered to City, and Contractor shall be entitled to no further compensation. Contractor may not terminate this Agreement except for cause. If this Agreement is terminated as provided herein, City may require Contractor to provide all finished or unfinished documents and data and other information of any kind prepared by Contractor in connection with the performance of services under this Agreement. Contractor shall be required to provide such documents and other information within fifteen (15) days of the request. The Contractor understands and accepts that at all times; the Agreement is subject to appropriation of funds by the Milpitas City Council. The Agreement may terminate without penalty, liability or expense of any kind to the City at the end of any fiscal year if funds are not appropriated for the next succeeding fiscal year. If funds are appropriated for a portion of the fiscal year, the Agreement will terminate, without penalty, liability or expense of any kind at the end of the term for which funds are appropriated. The City has no obligation to make appropriations for the Agreement in lieu of appropriations for new or other agreements. City budget decisions are subject to the discretion of the Mayor and City Council. Contractor's assumption of risk of possible non-appropriation is a part of the consideration for the Agreement. This section controls against any and all other provisions of the Agreement

12. **Complete Contract.** This Agreement shall constitute the complete Agreement between the parties hereto. No verbal agreement, understanding, or representation not reduced to writing and specifically incorporated herein shall be of any force or effect, nor shall any such verbal agreement, understanding, or representation be binding upon the parties hereto.

13. **Time of Performance.** Time is of the essence in this Agreement.

14. **Successors and Assigns.** The terms hereof shall be binding upon and inure to the benefit of the successors and assigns of the parties hereto; provided, however, that no party hereto shall assign any of the benefits and burdens hereunder, whether voluntarily or by operation of law, without the prior written consent of the other party, and any such assignment without said consent shall be void.

15. **Authority to Execute Contract.** Both City and Contractor do covenant that each individual executing this Agreement on behalf of each party is a person duly authorized and empowered to execute contracts for such party.

16. **Insurance.** Contractor shall not commence work for the City until it has provided evidence satisfactory to the City it has secured all insurance required under Exhibit "D" (Insurance Requirements), attached hereto and incorporated herein by this reference. In addition, Contractor shall not allow any subcontractor to commence work on any subcontract until it has secured all insurance required therein.

17. **Jurisdiction and Venue.** Jurisdiction is in the State of California and venue lies in Santa Clara County.

18. **Wage Theft Prevention.** Contractor, and any subcontractor it employs to complete work under this Agreement, shall comply with all applicable federal, state and local wage and hour laws. Applicable laws may include, but are not limited to, the Federal Fair Labor Standards Act, the California Labor Code and the Milpitas Minimum Wage Ordinance. BY SIGNING THIS AGREEMENT, CONTRACTOR AFFIRMS THAT IT HAS DISCLOSED ANY FINAL JUDGMENTS, DECISIONS OR ORDERS FROM A COURT OR INVESTIGATORY GOVERNMENT AGENCY, FINDING IN THE FIVE (5) YEARS PRIOR TO EXECUTING THIS AGREEMENT THAT CONTRACTOR OR ITS SUBCONTRACTORS HAS VIOLATED ANY APPLICABLE WAGE AND HOUR LAWS. CONTRACTOR FURTHER AFFIRMS THAT IT OR ITS SUBCONTRACTOR(S) HAS EITHER FULLY SATISFIED EACH JUDGMENT, DECISION OR ORDER, OR, IF ANY JUDGMENT, DECISION OR ORDER HAS NOT BEEN FULLY SATISFIED, CONTRACTOR AFFIRMS THAT IT OR ITS SUBCONTRACTOR(S) IS CURRENTLY SATISFYING SAID JUDGMENT, DECISION OR ORDER THROUGH A PAYMENT OR ALTERNATIVE PLAN APPROVED BY THE APPLICABLE COURT/GOVERNMENT AGENCY AND THAT CONTRACTOR OR ITS SUBCONTRACTOR(S) ARE IN COMPLIANCE WITH SAID PLAN AS OF THE DATE OF EXECUTING THIS AGREEMENT. If at any time during the term of this Agreement, a court or investigatory government agency issues a final judgment, decision or order finding that Contractor or a subcontractor it employs to perform work under this Agreement has violated any applicable wage and hour law, or Contractor learns of such a judgment, decision, or order that was not previously disclosed in its bid/proposal, Contractor shall inform the City no more than fifteen (15) calendar days after the judgment, decision or order becomes final or from the date of learning of the final judgment, decision or order. Contractor or its subcontractor(s) shall, within thirty (30) calendar days after notifying the City, either (i) fully satisfy any such judgment, decision, or order and provide the City with documentary evidence of satisfying said judgment, decision or order; or (ii) provide the City documentary evidence of a payment or other alternative plan approved by the court/government agency to satisfy the judgment, decision or order. If the Contractor or its subcontractor is subject to a payment or other alternative plan, the Contractor or its subcontractor shall continue to submit documentary evidence every thirty (30) calendar days during the term of the Agreement demonstrating continued compliance with the plan until the judgment, decision or order has been fully satisfied. For purposes of this Section, a "final judgment, decision, or order" refers to one for which all appeals have been exhausted or the time period to appeal has expired. Relevant investigatory government agencies include: the United States Department of Labor, the California Division of Labor Standards Enforcement, the City, or any other governmental entity or division tasked with the investigation and enforcement of wage and hour laws. Failure to comply with any part of this Section constitutes a material breach of this Agreement. Such breach may serve as a basis for immediate termination of this Agreement and/or any other remedies available under

this Agreement and/or law. Notice provided to the City shall be addressed to: Attention: Finance Director, 455 E. Calaveras Blvd. Milpitas, CA 95035. The Notice provisions of this Section are separate from any other notice provisions in this Agreement and, accordingly, only notice provided to the above address satisfies the notice requirements in this Section.

19. **Notices.** All notices permitted or required under this Agreement shall be given to the respective parties at the following address, or at such other address as the respective parties may provide in writing for this purpose:

Contractor:

Fonroche Lighting America
2224 SE Loop 820, Building C
Fort Worth, TX 76140
Attn: Ryan Lortie

City:

City of Milpitas
455 E. Calaveras Boulevard
Milpitas, California 95035
Attn: Michael Silveira, P.E.
City Engineer
Public Works Departement -Engineering Division

Such notice shall be deemed made when personally delivered or when mailed, forty-eight (48) hours after deposit in the U.S. Mail, first class postage prepaid and addressed to the party at its applicable address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

[SIGNATURES ON NEXT PAGE]

**SIGNATURE PAGE FOR AGREEMENT FOR PROCUREMENT
AND INSTALLATION OF SIX SOLAR POWERED STREETLIGHT
BETWEEN THE CITY OF MILPITAS
AND FONROCHE LIGHTING AMERICA**

IN WITNESS WHEREOF, the parties have entered into this Agreement as of the _____
day of _____, 2025.

CITY OF MILPITAS

Approved By:

Deanna J. Santana , Interim City Manager

Date

Approved As To Form:

Christopher Creech, Acting City Attorney

Approved:

Luz Cofresí-Howe
Finance Director/Risk Manager

Approved As To Content:

Christian Di Renzo, Public Works Director

FONROCHE LIGHTING AMERICA

Signature

Name

Title

Date

EXHIBIT “A”

SCOPE OF SERVICES

I. PROJECT DESCRIPTION

The project includes furnishing and installation of six (6) solar powered streetlights supplied by Fonroche Lighting America (Fonroche) along Hammond Way as shown on **Figure 01**.

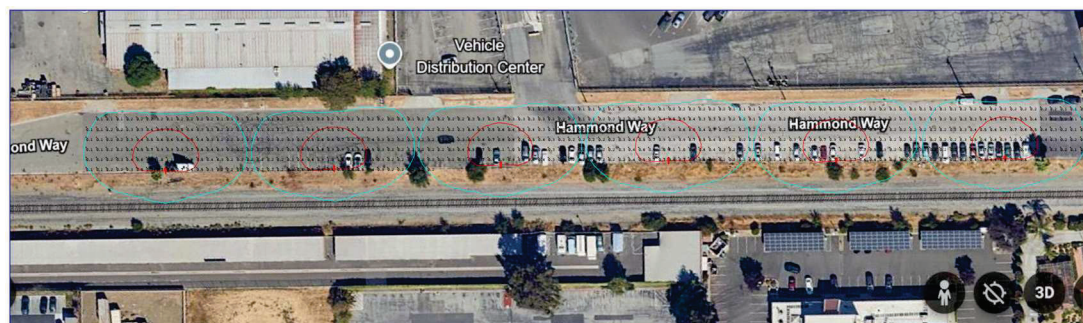


Figure 1: Hammond Way Lighting Plan

II. SCOPE OF WORK

1. Provide and maintain all necessary traffic control in accordance with the latest California MUTCD standards. This includes furnishing and installing advance warning signs, barricades, cones, and safety devices as required to ensure safe movement of vehicles and pedestrians through and around the work zone as shown in **Figure 2**.
2. Contact Underground Service Alert (USA North 811) at least 48 hours before any excavation activities.
3. Provide all necessary permits as applicable.
4. Perform all excavation necessary to achieve the required depth and dimensions for the light pole foundations. Properly handle, load, and legally dispose of all excavated materials off-site at an approved disposal facility. Maintain clean work areas and restore the site to its original condition after excavation. All work shall be within landscape area, no cutting/extraction of existing concrete/asphalt nor Removal/disposal of existing equipment is required.
5. Prepare foundation design calculations and shop drawings stamped by a licensed professional engineer for approval prior to construction. Construct six (6) reinforced concrete footings (24" diameter by 8 feet high), with 3 feet exposed above grade. Include necessary anchor bolts and reinforcing steel per approved design and manufacturer's specifications.
6. Provide and install six (6) solar-powered streetlight systems, including poles, luminaires, photovoltaic panels, battery units, remote management and

monitoring system (Fonroche Connect), and all associated hardware. Installation shall conform to the manufacturer's specifications and ensure proper alignment, height, and illumination coverage.

7. Configure and program all solar lighting units to achieve desired operational settings, such as dusk-to-dawn activation, dimming schedules, and communication features (if applicable).
8. Conduct system testing and commissioning to verify full functionality, including light output, charging performance, and system diagnostics. Provide training and operation manuals to City staff upon completion.

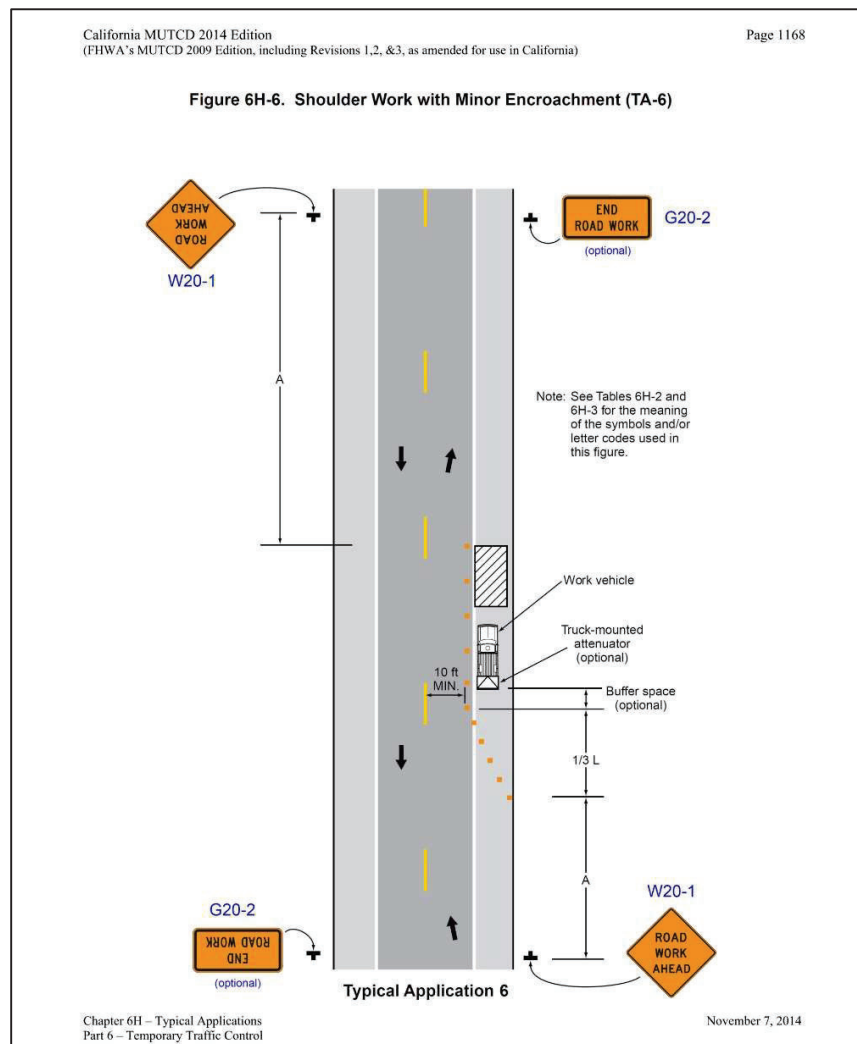


Figure 2: Traffic Control Plan

III. SCHEDULE

Fonroche shall complete all improvement within **180 calendar days** after issuance of the notice to proceed.

EXHIBIT “B”
ORIGINAL CONTRACT

Attached Behind This Page

**MASTER AGREEMENT #041525****CATEGORY: Smart Infrastructure Solutions, Outdoor Sensors, and Related Products and Services****SUPPLIER: Fonroche Lighting America**

This Master Agreement (Agreement) is between Sourcewell, a Minnesota service cooperative located at 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 (Sourcewell) and Fonroche Lighting America, 2224 SE Loop, 820 Building C, Fort Worth, TX 76140 (Supplier).

Sourcewell is a local government and service cooperative created under the laws of the State of Minnesota (Minnesota Statutes Section 123A.21) offering a Cooperative Purchasing Program to eligible participating government entities.

Under this Master Agreement entered with Sourcewell, Supplier will provide Included Solutions to Participating Entities through Sourcewell's Cooperative Purchasing Program.

**Article 1:
General Terms**

The General Terms in this Article 1 control the operation of this Master Agreement between Sourcewell and Supplier and apply to all transactions entered by Supplier and Participating Entities. Subsequent Articles to this Master Agreement control the rights and obligations directly between Sourcewell and Supplier (Article 2), and between Supplier and Participating Entity (Article 3), respectively. These Article 1 General Terms control over any conflicting terms. Where this Master Agreement is silent on any subject, Participating Entity and Supplier retain the ability to negotiate mutually acceptable terms.

- 1) **Purpose.** Pursuant to Minnesota law, the Sourcewell Board of Directors has authorized a Cooperative Purchasing Program designed to provide Participating Entities with access to competitively awarded cooperative purchasing agreements. To facilitate the Program, Sourcewell has awarded Supplier this cooperative purchasing Master Agreement following a competitive procurement process intended to meet compliance standards in accordance with Minnesota law and the requirements contained herein.
- 2) **Intent.** The intent of this Master Agreement is to define the roles of Sourcewell, Supplier, and Participating Entity as it relates to Sourcewell's Cooperative Purchasing Program.
- 3) **Participating Entity Access.** Sourcewell's Cooperative Purchasing Program Master Agreements are available to eligible public agencies (Participating Entities). A Participating Entity's authority to access Sourcewell's Cooperative Purchasing Program is determined through the laws of its respective jurisdiction.
- 4) **Supplier Access.** The Included Solutions offered under this Agreement may be made available to any Participating Entity. Supplier understands that a Participating Entity's use of this Agreement is at the Participating Entity's sole convenience. Supplier will educate its sales and service forces about

Sourcewell eligibility requirements and required documentation. Supplier will be responsible for ensuring sales are with Participating Entities.

- 5) **Term.** This Agreement is effective upon the date of the final signature below. The term of this Agreement is four (4) years from the effective date. The Agreement expires at 11:59 P.M. Central Time on July 22, 2029, unless it is cancelled or extended as defined in this Agreement.
 - a) **Extensions.** Sourcewell and Supplier may agree to up to three (3) additional one-year extensions beyond the original four-year term. The total possible length of this Agreement will be seven (7) years from the effective date.
 - b) **Exceptional Circumstances.** Sourcewell retains the right to consider additional extensions as required under exceptional circumstances.
- 6) **Survival of Terms.** Notwithstanding the termination of this Agreement, the obligations of this Agreement will continue through the performance period of any transaction entered between Supplier and any Participating Entity before the termination date.
- 7) **Scope.** Supplier is awarded a Master Agreement to provide the solutions identified in (Solicitation #041525) to Participating Entities. In-Scope solutions include:
 - a) Outdoor sensors or advanced sensor-integrated luminaires intended for mounting on smart poles, capable of detecting, including but not limited to:
 - i) Air quality parameters;
 - ii) Lighting levels and energy usage;
 - iii) Noise levels, including gunshot and anomaly detection;
 - iv) Pedestrian and vehicle movement and presence; and,
 - v) Weather conditions.
 - b) Physical assets, poles, and mounting structures to support connected smart infrastructure systems.
 - c) Network components, gateways, controllers, communication modules, or specialized platforms necessary for connectivity, remote control, monitoring, data collection, and management of smart poles and sensors.
 - d) Integration or turnkey services directly related to a) – c) above, including deployment, integration as a service (IaaS), configuration, training, support, centralized data collection, and integration with existing smart city systems. Optional components may include Vehicle-to-Everything (V2X) capabilities for real-time communication with vehicles to enhance traffic flow, safety, and support autonomous systems.

Sourcewell is seeking market-ready solutions for outdoor applications. Proposers may offer software development **ONLY** as a supplemental service that supports and enhances the proven, market-ready solutions.

- 8) **Included Solutions.** Supplier's Proposal to the above referenced RFP is incorporated into this Master Agreement. Only those Solutions included within Supplier's Proposal and within Scope (Included Solutions) are included within the Agreement and may be offered to Participating Entities.
- 9) **Indefinite Quantity.** This Master Agreement defines an indefinite quantity of sales to eligible Participating Entities.
- 10) **Pricing.** Pricing information (including Pricing and Delivery and Pricing Offered tables) for all Included Solutions within Supplier's Proposal is incorporated into this Master Agreement.
- 11) **Not to Exceed Pricing.** Suppliers may not exceed the prices listed in the current Pricing List on file with Sourcwell when offering Included Solutions to Participating Entities. Participating Entities may request adjustments to pricing directly from Supplier during the negotiation and execution of any transaction.
- 12) **Open Market.** Supplier's open market pricing process is included within its Proposal.
- 13) **Supplier Representations:**
 - i) **Compliance.** Supplier represents and warrants it will provide all Included Solutions under this Agreement in full compliance with applicable federal, state, and local laws and regulations.
 - ii) **Licenses.** As applicable, Supplier will maintain a valid status on all required federal, state, and local licenses, bonds, and permits required for the operation of Supplier's business with Participating Entities. Participating Entities may request all relevant documentation directly from Supplier.
 - iii) **Supplier Warrants.** Supplier warrants that all Included Solutions furnished under this Agreement are free from liens and encumbrances, and are free from defects in design, materials, and workmanship. In addition, Supplier warrants the Solutions are suitable for and will perform in accordance with the ordinary use for which they are intended.
- 14) **Bankruptcy Notices.** Supplier certifies and warrants it is not currently in a bankruptcy proceeding. Supplier has disclosed all current and completed bankruptcy proceedings within the past seven years within its Proposal. Supplier must provide notice in writing to Sourcwell if it enters a bankruptcy proceeding at any time during the term of this Agreement.
- 15) **Debarment and Suspension.** Supplier certifies and warrants that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from programs operated by the State of Minnesota, the United States federal government, or any Participating Entity. Supplier certifies and warrants that neither it nor its principals have been convicted of a criminal offense related to the subject matter of this Agreement. Supplier further warrants that it will provide immediate written notice to Sourcwell if this certification changes at any time during the term of this Agreement.
- 16) **Provisions for non-United States federal entity procurements under United States federal awards or other awards (Appendix II to 2 C.F.R § 200).** Participating Entities that use United States federal

grant or other federal funding to purchase solutions from this Agreement may be subject to additional requirements including the procurement standards of the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards, 2 C.F.R. § 200. Participating Entities may have additional requirements based on specific funding source terms or conditions. Within this Section, all references to “federal” should be interpreted to mean the United States federal government. The following list applies when a Participating Entity accesses Supplier’s Included Solutions with United States federal funds.

i) **EQUAL EMPLOYMENT OPPORTUNITY.** Except as otherwise provided under 41 C.F.R. § 60, all agreements that meet the definition of “federally assisted construction contract” in 41 C.F.R. § 60-1.3 must include the equal opportunity clause provided under 41 C.F.R. § 60-1.4(b), in accordance with Executive Order 11246, “Equal Employment Opportunity” (30 FR 12319, 12935, 3 C.F.R. §, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, “Amending Executive Order 11246 Relating to Equal Employment Opportunity,” and implementing regulations at 41 C.F.R. § 60, “Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor.” The equal opportunity clause is incorporated herein by reference.

ii) **DAVIS-BACON ACT, AS AMENDED (40 U.S.C. § 3141-3148).** When required by federal program legislation, all prime construction contracts in excess of \$2,000 awarded by non-federal entities must include a provision for compliance with the Davis-Bacon Act (40 U.S.C. § 3141-3144, and 3146-3148) as supplemented by Department of Labor regulations (29 C.F.R. § 5, “Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction”). In accordance with the statute, contractors must be required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor. In addition, contractors must be required to pay wages not less than once a week. The non-federal entity must place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation. The decision to award a contract or subcontract must be conditioned upon the acceptance of the wage determination. The non-federal entity must report all suspected or reported violations to the federal awarding agency. The contracts must also include a provision for compliance with the Copeland “Anti-Kickback” Act (40 U.S.C. § 3145), as supplemented by Department of Labor regulations (29 C.F.R. § 3, “Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States”). The Act provides that each contractor or subrecipient must be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled. The non-federal entity must report all suspected or reported violations to the federal awarding agency. Supplier must comply with all applicable Davis-Bacon Act provisions.

iii) **CONTRACT WORK HOURS AND SAFETY STANDARDS ACT (40 U.S.C. § 3701-3708).** Where applicable, all contracts awarded by the non-federal entity in excess of \$100,000 that involve the employment of mechanics or laborers must include a provision for compliance with 40 U.S.C. §§ 3702 and 3704, as supplemented by Department of Labor regulations (29 C.F.R. § 5). Under 40 U.S.C. § 3702 of the Act, each contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in

the work week. The requirements of 40 U.S.C. § 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies, materials, or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence. This provision is hereby incorporated by reference into this Agreement. Supplier certifies that during the term of an award for all Agreements by Sourcewell resulting from this procurement process, Supplier must comply with applicable requirements as referenced above.

iv) **RIGHTS TO INVENTIONS MADE UNDER A CONTRACT OR AGREEMENT.** If the federal award meets the definition of “funding agreement” under 37 C.F.R. § 401.2(a) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that “funding agreement,” the recipient or subrecipient must comply with the requirements of 37 C.F.R. § 401, “Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements,” and any implementing regulations issued by the awarding agency. Supplier certifies that during the term of an award for all Agreements by Sourcewell resulting from this procurement process, Supplier must comply with applicable requirements as referenced above.

v) **CLEAN AIR ACT (42 U.S.C. § 7401-7671Q.) AND THE FEDERAL WATER POLLUTION CONTROL ACT (33 U.S.C. § 1251-1387).** Contracts and subgrants of amounts in excess of \$150,000 require the non-federal award to agree to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. § 7401- 7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. § 1251- 1387). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA). Supplier certifies that during the term of this Agreement it will comply with applicable requirements as referenced above.

vi) **DEBARMENT AND SUSPENSION (EXECUTIVE ORDERS 12549 AND 12689).** A contract award (see 2 C.F.R. § 180.220) must not be made to parties listed on the government wide exclusions in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 C.F.R. § 180 that implement Executive Orders 12549 (3 C.F.R. § 1986 Comp., p. 189) and 12689 (3 C.F.R. § 1989 Comp., p. 235), “Debarment and Suspension.” SAM Exclusions contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549. Supplier certifies that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation by any federal department or agency.

vii) **BYRD ANTI-LOBBYING AMENDMENT, AS AMENDED (31 U.S.C. § 1352).** Suppliers must file any required certifications. Suppliers must not have used federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any federal contract, grant, or any other award covered by 31 U.S.C. § 1352. Suppliers must disclose any lobbying with non-federal funds that takes place in connection with obtaining any federal award. Such disclosures are forwarded

from tier to tier up to the non-federal award. Suppliers must file all certifications and disclosures required by, and otherwise comply with, the Byrd Anti-Lobbying Amendment (31 U.S.C. § 1352).

viii) **RECORD RETENTION REQUIREMENTS.** To the extent applicable, Supplier must comply with the record retention requirements detailed in 2 C.F.R. § 200.333. The Supplier further certifies that it will retain all records as required by 2 C.F.R. § 200.333 for a period of 3 years after grantees or subgrantees submit final expenditure reports or quarterly or annual financial reports, as applicable, and all other pending matters are closed.

ix) **ENERGY POLICY AND CONSERVATION ACT COMPLIANCE.** To the extent applicable, Supplier must comply with the mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

x) **BUY AMERICAN PROVISIONS COMPLIANCE.** To the extent applicable, Supplier must comply with all applicable provisions of the Buy American Act. Purchases made in accordance with the Buy American Act must follow the applicable procurement rules calling for free and open competition.

xi) **ACCESS TO RECORDS (2 C.F.R. § 200.336).** Supplier agrees that duly authorized representatives of a federal agency must have access to any books, documents, papers and records of Supplier that are directly pertinent to Supplier's discharge of its obligations under this Agreement for the purpose of making audits, examinations, excerpts, and transcriptions. The right also includes timely and reasonable access to Supplier's personnel for the purpose of interview and discussion relating to such documents.

xii) **PROCUREMENT OF RECOVERED MATERIALS (2 C.F.R. § 200.322).** A non-federal entity that is a state agency or agency of a political subdivision of a state and its contractors must comply with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act. The requirements of Section 6002 include procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 C.F.R. § 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds \$10,000 or the value of the quantity acquired during the preceding fiscal year exceeded \$10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines.

xiii) **FEDERAL SEAL(S), LOGOS, AND FLAGS.** The Supplier cannot use the seal(s), logos, crests, or reproductions of flags or likenesses of Federal agency officials without specific pre-approval.

xiv) **NO OBLIGATION BY FEDERAL GOVERNMENT.** The U.S. federal government is not a party to this Agreement or any purchase by a Participating Entity and is not subject to any obligations or liabilities to the Participating Entity, Supplier, or any other party pertaining to any matter resulting from the Agreement or any purchase by an authorized user.

xv) **PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS OR RELATED ACTS.** The Contractor acknowledges that 31 U.S.C. § 38 (Administrative Remedies for False Claims and

Statements) applies to the Supplier's actions pertaining to this Agreement or any purchase by a Participating Entity.

xvi) **FEDERAL DEBT.** The Supplier certifies that it is non-delinquent in its repayment of any federal debt. Examples of relevant debt include delinquent payroll and other taxes, audit disallowance, and benefit overpayments.

xvii) **CONFLICTS OF INTEREST.** The Supplier must notify the U.S. Office of General Services, Sourcewell, and Participating Entity as soon as possible if this Agreement or any aspect related to the anticipated work under this Agreement raises an actual or potential conflict of interest (as described in 2 C.F.R. Part 200). The Supplier must explain the actual or potential conflict in writing in sufficient detail so that the U.S. Office of General Services, Sourcewell, and Participating Entity are able to assess the actual or potential conflict; and provide any additional information as necessary or requested.

xviii) **U.S. EXECUTIVE ORDER 13224.** The Supplier, and its subcontractors, must comply with U.S. Executive Order 13224 and U.S. Laws that prohibit transactions with and provision of resources and support to individuals and organizations associated with terrorism.

xix) **PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT.** To the extent applicable, Supplier certifies that during the term of this Agreement it will comply with applicable requirements of 2 C.F.R. § 200.216.

xx) **DOMESTIC PREFERENCES FOR PROCUREMENTS.** To the extent applicable, Supplier certifies that during the term of this Agreement, Supplier will comply with applicable requirements of 2 C.F.R. § 200.322.

Article 2: Sourcewell and Supplier Obligations

The Terms in this Article 2 relate specifically to Sourcewell and its administration of this Master Agreement with Supplier and Supplier's obligations thereunder.

- 1) **Authorized Sellers.** Supplier must provide Sourcewell a current means to validate or authenticate Supplier's authorized dealers, distributors, or resellers which may complete transactions of Included Solutions offered under this Agreement. Sourcewell may request updated information in its discretion, and Supplier agrees to provide requested information within a reasonable time.
- 2) **Product and Price Changes Requirements.** Supplier may request Included Solutions changes, additions, or deletions at any time. All requests must be made in writing by submitting a Sourcewell Price and Product Change Request Form to Sourcewell. At a minimum, the request must:
 - Identify the applicable Sourcewell Agreement number;
 - Clearly specify the requested change;
 - Provide sufficient detail to justify the requested change;
 - Individually list all Included Solutions affected by the requested change, along with the requested change (e.g., addition, deletion, price change); and

- Include a complete restatement of Pricing List with the effective date of the modified pricing, or product addition or deletion. The new pricing restatement must include all Included Solutions offered, even for those items where pricing remains unchanged.

A fully executed Sourcwell Price and Product Change Request Form will become an amendment to this Agreement and will be incorporated by reference.

- 3) **Authorized Representative.** Supplier will assign an Authorized Representative to Sourcwell for this Agreement and must provide prompt notice to Sourcwell if that person is changed. The Authorized Representative will be responsible for:
- Maintenance and management of this Agreement;
 - Timely response to all Sourcwell and Participating Entity inquiries; and
 - Participation in reviews with Sourcwell.

Sourcwell's Authorized Representative is its Chief Procurement Officer.

- 4) **Performance Reviews.** Supplier will perform a minimum of one review with Sourcwell per agreement year. The review will cover transactions to Participating Entities, pricing and terms, administrative fees, sales data reports, performance issues, supply chain issues, customer issues, and any other necessary information.
- 5) **Sales Reporting Required.** Supplier is required as a material element to this Master Agreement to report all completed transactions with Participating Entities utilizing this Agreement. Failure to provide complete and accurate reports as defined herein will be a material breach of the Agreement and Sourcwell reserves the right to pursue all remedies available at law including cancellation of this Agreement.
- 6) **Reporting Requirements.** Supplier must provide Sourcwell an activity report of all transactions completed utilizing this Agreement. Reports are due at least once each calendar quarter (Reporting Period). Reports must be received no later than 45 calendar days after the end of each calendar quarter. Supplier may report on a more frequent basis in its discretion. Reports must be provided regardless of the amount of completed transactions during that quarter (i.e., if there are no sales, Supplier must submit a report indicating no sales were made).

The Report must contain the following fields:

- Participating Entity Name (e.g., City of Staples Highway Department);
- Participating Entity Physical Street Address;
- Participating Entity City;
- Participating Entity State/Province;
- Participating Entity Zip/Postal Code;
- Sourcwell Participating Entity Account Number;
- Transaction Description;
- Transaction Purchased Price;
- Sourcwell Administrative Fee Applied; and
- Date Transaction was invoiced/sale was recognized as revenue by Supplier.

If collected by Supplier, the Report may include the following fields as available:

- Participating Entity Contact Name;
 - Participating Entity Contact Email Address;
 - Participating Entity Contact Telephone Number;
- 7) **Administrative Fee.** In consideration for the support and services provided by Sourcewell, Supplier will pay an Administrative Fee to Sourcewell on all completed transactions to Participating Entities utilizing this Agreement. Supplier will include its Administrative Fee within its proposed pricing. Supplier may not directly charge Participating Entities to offset the Administrative Fee.
- 8) **Fee Calculation.** Supplier's Administrative Fee payable to Sourcewell will be calculated as a stated percentage (listed in Supplier's Proposal) of all completed transactions utilizing this Master Agreement within the preceding Reporting Period. For certain categories, a flat fee may be proposed. The Administrative Fee will be stated in Supplier's Proposal.
- 9) **Fee Remittance.** Supplier will remit fee to Sourcewell no later than 45 calendar days after the close of the preceding calendar quarter in conjunction with Supplier's Reporting Period obligations defined herein. Payments should note the Supplier's name and Sourcewell-assigned Agreement number in the memo; and must be either mailed to Sourcewell above "Attn: Accounts Receivable" or remitted electronically to Sourcewell's banking institution per Sourcewell's Finance department instructions.
- 10) **Noncompliance.** Sourcewell reserves the right to seek all remedies available at law for unpaid or underpaid Administrative Fees due under this Agreement. Failure to remit payment, delinquent payments, underpayments, or other deviations from the requirements of this Agreement may be deemed a material breach and may result in cancellation of this Agreement and disbarment from future Agreements.
- 11) **Audit Requirements.** Pursuant to Minn. Stat. § 16C.05, subdivision 5, the books, records, documents, and accounting procedures and practices relevant to this Agreement are subject to examination by Sourcewell and the Minnesota State Auditor for a minimum of six years from the end of this Agreement. Supplier agrees to fully cooperate with Sourcewell in auditing transactions under this Agreement to ensure compliance with pricing terms, correct calculation and remittance of Administrative Fees, and verification of transactions as may be requested by a Participating Entity or Sourcewell.
- 12) **Assignment, Transfer, and Administrative Changes.** Supplier may not assign or otherwise transfer its rights or obligations under this Agreement without the prior written consent of Sourcewell. Such consent will not be unreasonably withheld. Sourcewell reserves the right to unilaterally assign all or portions of this Agreement within its sole discretion to address corporate restructurings, mergers, acquisitions, or other changes to the Responsible Party and named in the Agreement. Any prohibited assignment is invalid. Upon request Sourcewell may make administrative changes to agreement documentation such as name changes, address changes, and other non-material updates as determined within its sole discretion.
- 13) **Amendments.** Any material change to this Agreement must be executed in writing through an amendment and will not be effective until it has been duly executed by the parties.

- 14) **Waiver.** Failure by Sourcewell to enforce any right under this Agreement will not be deemed a waiver of such right in the event of the continuation or repetition of the circumstances giving rise to such right.
- 15) **Complete Agreement.** This Agreement represents the complete agreement between the parties for the scope as defined herein. Supplier and Sourcewell may enter into separate written agreements relating specifically to transactions outside of the scope of this Agreement.
- 16) **Relationship of Sourcewell and Supplier.** This Agreement does not create a partnership, joint venture, or any other relationship such as employee, independent contractor, master-servant, or principal-agent.
- 17) **Indemnification.** Supplier must indemnify, defend, save, and hold Sourcewell, including their agents and employees, harmless from any claims or causes of action, including attorneys' fees incurred by Sourcewell, arising out of any act or omission in the performance of this Agreement by the Supplier or its agents or employees; this indemnification includes injury or death to person(s) or property alleged to have been caused by some defect in design, condition, or performance of Included Solutions under this Agreement. Sourcewell's responsibility will be governed by the State of Minnesota's Tort Liability Act (Minnesota Statutes Chapter 466) and other applicable law.
- 18) **Data Practices.** Supplier and Sourcewell acknowledge Sourcewell is subject to the Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13. As it applies to all data created and maintained in performance of this Agreement, Supplier may be subject to the requirements of this chapter.
- 19) **Grant of License.**
- a) **During the term of this Agreement:**
 - i) **Supplier Promotion.** Sourcewell grants to Supplier a royalty-free, worldwide, non-exclusive right and license to use the trademark(s) provided to Supplier by Sourcewell in advertising, promotional materials, and informational sites for the purpose of marketing Sourcewell's Agreement with Supplier.
 - ii) **Sourcewell Promotion.** Supplier grants to Sourcewell a royalty-free, worldwide, non-exclusive right and license to use Supplier's trademarks in advertising, promotional materials, and informational sites for the purpose of marketing Supplier's Agreement with Sourcewell.
 - b) **Limited Right of Sublicense.** The right and license granted herein includes a limited right of each party to grant sublicenses to their respective subsidiaries, distributors, dealers, resellers, marketing representatives, partners, or agents (collectively "Permitted Sublicensees") in advertising, promotional, or informational materials for the purpose of marketing the Parties' relationship. Any sublicense granted will be subject to the terms and conditions of this Article. Each party will be responsible for any breach of this section by any of their respective sublicensees.
 - c) **Use; Quality Control.**
 - i) Neither party may alter the other party's trademarks from the form provided and must comply with removal requests as to specific uses of its trademarks or logos.

- ii) Each party agrees to use, and to cause its Permitted Sublicensees to use, the other party's trademarks only in good faith and in a dignified manner consistent with such party's use of the trademarks. Each party may make written notice to the other regarding misuse under this section. The offending party will have 30 days of the date of the written notice to cure the issue or the license/sublicense will be terminated.
- d) **Termination.** Upon the termination of this Agreement for any reason, each party, including Permitted Sublicensees, will have 30 days to remove all Trademarks from signage, websites, and the like bearing the other party's name or logo (excepting Sourcewell's pre-printed catalog of suppliers which may be used until the next printing). Supplier must return all marketing and promotional materials, including signage, provided by Sourcewell, or dispose of it according to Sourcewell's written directions.
- 20) **Venue and Governing law between Sourcewell and Supplier Only.** The substantive and procedural laws of the State of Minnesota will govern this Agreement between Sourcewell and Supplier. Venue for all legal proceedings arising out of this Agreement between Sourcewell and Supplier will be in court of competent jurisdiction within the State of Minnesota. This section does not apply to any dispute between Supplier and Participating Entity. This Agreement reserves the right for Supplier and Participating Entity to negotiate this term to within any transaction documents.
- 21) **Severability.** If any provision of this Agreement is found by a court of competent jurisdiction to be illegal, unenforceable, or void then both parties will be relieved from all obligations arising from that provision. If the remainder of this Agreement is capable of being performed, it will not be affected by such determination or finding and must be fully performed.
- 22) **Insurance Coverage.** At its own expense, Supplier must maintain valid insurance policy(ies) during the performance of this Agreement with insurance company(ies) licensed or authorized to do business in the State of Minnesota having an "AM BEST" rating of A- or better, with coverage and limits of insurance not less than the following:
- a) **Commercial General Liability Insurance.** Supplier will maintain insurance covering its operations, with coverage on an occurrence basis, and must be subject to terms no less broad than the Insurance Services Office ("ISO") Commercial General Liability Form CG0001 (2001 or newer edition), or equivalent. At a minimum, coverage must include liability arising from premises, operations, bodily injury and property damage, independent contractors, products-completed operations including construction defect, contractual liability, blanket contractual liability, and personal injury and advertising injury. All required limits, terms and conditions of coverage must be maintained during the term of this Agreement.
- \$1,500,000 each occurrence Bodily Injury and Property Damage
 - \$1,500,000 Personal and Advertising Injury
 - \$2,000,000 aggregate for products liability-completed operations
 - \$2,000,000 general aggregate
- b) **Certificates of Insurance.** Prior to execution of this Agreement, Supplier must furnish to Sourcewell a certificate of insurance, as evidence of the insurance required under this Agreement. Prior to expiration of the policy(ies), renewal certificates must be mailed to Sourcewell, 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 or provided to in an alternative manner as directed by Sourcewell. The certificates must be signed by a person

authorized by the insurer(s) to bind coverage on their behalf. Failure of Supplier to maintain the required insurance and documentation may constitute a material breach.

- c) **Additional Insured Endorsement and Primary and Non-contributory Insurance Clause.** Supplier agrees to list Sourcewell, including its officers, agents, and employees, as an additional insured under the Supplier's commercial general liability insurance policy with respect to liability arising out of activities, "operations," or "work" performed by or on behalf of Supplier, and products and completed operations of Supplier. The policy provision(s) or endorsement(s) must further provide that coverage is primary and not excess over or contributory with any other valid, applicable, and collectible insurance or self-insurance in force for the additional insureds.
 - d) **Waiver of Subrogation.** Supplier waives and must require (by endorsement or otherwise) all its insurers to waive subrogation rights against Sourcewell and other additional insureds for losses paid under the insurance policies required by this Agreement or other insurance applicable to the Supplier or its subcontractors. The waiver must apply to all deductibles and/or self-insured retentions applicable to the required or any other insurance maintained by the Supplier or its subcontractors. Where permitted by law, Supplier must require similar written express waivers of subrogation and insurance clauses from each of its subcontractors.
 - e) **Umbrella/Excess Liability/SELF-INSURED RETENTION.** The limits required by this Agreement can be met by either providing a primary policy or in combination with umbrella/excess liability policy(ies), or self-insured retention.
- 23) **Termination for Convenience.** Sourcewell or Supplier may terminate this Agreement upon 60 calendar days' written notice to the other Party. Termination pursuant to this section will not relieve the Supplier's obligations under this Agreement for any transactions entered with Participating Entities through the date of termination, including reporting and payment of applicable Administrative Fees.
- 24) **Termination for Cause.** Sourcewell may terminate this Agreement upon providing written notice of material breach to Supplier. Notice must describe the breach in reasonable detail and state the intent to terminate the Agreement. Upon receipt of Notice, the Supplier will have 30 calendar days in which it must cure the breach. Termination pursuant to this section will not relieve the Supplier's obligations under this Agreement for any transactions entered with Participating Entities through the date of termination, including reporting and payment of applicable Administrative Fees.

Article 3: Supplier Obligations to Participating Entities

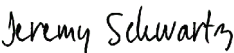
The Terms in this Article 3 relate specifically to Supplier and a Participating Entity when entering transactions utilizing the General Terms established in this Master Agreement. Article 1 General Terms control over any conflict with this Article 3. Where this Master Agreement is silent on any subject, Participating Entity and Supplier retain the ability to negotiate mutually acceptable terms.

- 1) **Quotes to Participating Entities.** Suppliers are encouraged to provide all pricing information regarding the total cost of acquisition when quoting to a Participating Entity. Suppliers and Participating Entities are encouraged to include all cost specifically associated with or included within the Suppliers proposal and Included Solutions within transaction documents.

- 2) **Shipping, Delivery, Acceptance, Rejection, and Warranty.** Supplier's proposal may include proposed terms relating to shipping, delivery, inspection, and acceptance/rejection and other relevant terms of tendered Solutions. Supplier and Participating Entity may negotiate final terms appropriate for the specific transaction relating to non-appropriation, shipping, delivery, inspection, acceptance/rejection of tendered Solutions, and warranty coverage for Included Solutions. Such terms may include, but are not limited to, costs, risk of loss, proper packaging, inspection rights and timelines, acceptance or rejection procedures, and remedies as mutually agreed include notice requirements, replacement, return or exchange procedures, and associated costs.
- 3) **Applicable Taxes.** Participating Entity is responsible for notifying supplier of its tax-exempt status and for providing Supplier with any valid tax-exemption certification(s) or related documentation.
- 4) **Ordering Process and Payment.** Supplier's ordering process and acceptable forms of payment are included within its Proposal. Participating Entities will be solely responsible for payment to Supplier and Sourcewell will have no liability for any unpaid invoice of any Participating Entity.
- 5) **Transaction Documents.** Participating Entity may require the use of its own forms to complete transactions directly with Supplier utilizing the terms established in this Agreement. Supplier's standard form agreements may be offered as part of its Proposal. Supplier and Participating Entity may complete and document transactions utilizing any type of transaction documents as mutually agreed. In any transaction document entered utilizing this Agreement, Supplier and Participating Entity must include specific reference to this Master Agreement by number and to Participating Entity's unique Sourcewell account number.
- 6) **Additional Terms and Conditions Permitted.** Participating Entity and Supplier may negotiate and include additional terms and conditions within transaction documentation as mutually agreed. Such terms may supplant or supersede this Master Agreement when necessary and as solely determined by Participating Entity. Sourcewell has expressly reserved the right for Supplier and Participating Entity to address any necessary provisions within transaction documents not expressly included within this Master Agreement, including but not limited to transaction cancellation, dispute resolution, governing law and venue, non-appropriation, insurance, defense and indemnity, force majeure, and other material terms as mutually agreed.
- 7) **Subsequent Agreements and Survival.** Supplier and Participating Entity may enter into a separate agreement to facilitate long-term performance obligations utilizing the terms of this Master Agreement as mutually agreed. Such agreements may provide for a performance period extending beyond the full term of this Master Agreement as determined in the discretion of Participating Entity.
- 8) **Participating Addendums.** Supplier and Participating Entity may enter a Participating Addendum or similar document extending and supplementing the terms of this Master Agreement to facilitate adoption as may be required by a Participating Entity.

Sourcewell

Signed by:


C0FD2A139D06489...

By: _____
Jeremy Schwartz
Title: Chief Procurement Officer

Date: 8/3/2025 | 11:32 AM CDT

Fonroche Lighting America

Signed by:


76383BC66E6C494...

By: _____
Hocine Benaoum
Title: CEO

Date: 8/3/2025 | 4:58 AM CDT

RFP 041525 - Smart Infrastructure Solutions, Outdoor Sensors, and Related Products and Services

Vendor Details

Company Name: Fonroche Lighting America
Address: 4900 David Strickland Rd
Fort Worth, Texas 02494
Contact: anicet mabonzo
Email: a.mabonzo@fonroche.us
Phone: 316-833-0976
Fax: 316-833-0976
HST#: 834369862

Submission Details

Created On: Friday February 28, 2025 11:13:30
Submitted On: Tuesday April 15, 2025 11:06:31
Submitted By: anicet mabonzo
Email: a.mabonzo@fonroche.us
Transaction #: be4ea5ab-de86-4ed6-b6ac-939e46a7990f
Submitter's IP Address: 147.243.204.144

Specifications

Table 1: Proposer Identity & Authorized Representatives (Not Scored)

General Instructions (applies to all Tables) Sourcewell prefers a brief but thorough response to each question. Do not merely attach additional documents to your response without also providing a substantive response. Do not leave answers blank; respond "N/A" if the question does not apply to you (preferably with an explanation).

Table 1 Specific Instructions. Sourcewell requires identification of all parties responsible for providing Solutions under a resulting master agreement(s) (Responsible Supplier). Proposers are strongly encouraged to include all potential Responsible Suppliers including any corporate affiliates, subsidiaries, D.B.A., and any other authorized entities within a singular proposal. All information required under this RFP must be included for each Responsible Supplier as instructed. Proposers with multiple Responsible Supplier options may choose to respond individually as distinct entities, however each response will be evaluated individually and only those proposals recommended for award may result in a master agreement award. Unawarded entities will not be permitted to later be added to an existing master agreement through operation of Proposer's corporate organization affiliation.

Line Item	Question	Response *	
1	Provide the legal name of the Proposer authorized to submit this Proposal.	Fonroche Lighting America	*
2	In the event of award, is this entity the Responsible Supplier that will execute the master agreement with Sourcewell? Y or N.	Yes	*
3	Identify all subsidiaries, D.B.A., authorized affiliates, and any other entity that will be responsible for offering and performing delivery of Solutions within this Proposal (i.e. Responsible Supplier(s) that will execute a master agreement with Sourcewell).	NA - Fonroche Lighting America is the manufacturer and general contractor for installations.	*
4	Provide your CAGE code or Unique Entity Identifier (SAM):	8TZ50	*
5	Provide your NAICS code applicable to Solutions proposed.	335122, 335121, 238210, 335132, 335139, 541490	
6	Proposer Physical Address:	2224 SE Loop 820 Building C, Fort Worth, TX 76140	*
7	Proposer website address (or addresses):	https://www.fonrochesolarlighting.com	*
8	Proposer's Authorized Representative (name, title, address, email address & phone) (The representative must have authority to sign the "Proposer's Assurance of Compliance" on behalf of the Proposer):	Hocine Benaoum CEO 2224 SE Loop 820 Building C, Fort Worth, TX 76140 hocine.benaoum@fonroche.us 316-554-4180	*
9	Proposer's primary contact for this proposal (name, title, address, email address & phone):	Dale Curtis VP, Sales 910 Main St, Ste 248, Boise, ID 83702 dale.curtis@fonroche.us 208-484-8993	*
10	Proposer's other contacts for this proposal, if any (name, title, address, email address & phone):	Anicet Mabonzo Regional Sales Manager 8840 Cypress Waters Blvd, Ste 130 Coppell, TX 75019 a.mabonzo@fonroche.us 316-833-0976 Greg Petipas Operations Director 2224 SE Loop 820 Building C, Fort Worth, TX 76140 greg.petipas@fonroche.us 781-858-7234	*

Table 2A: Financial Viability and Marketplace Success (50 Points, applies to Table 2A and 2B)

Line Item	Question	Response *
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11	Provide a brief history of your company, including your company's core values, business philosophy, and industry longevity related to the requested Solutions.	Fonroche was founded in 2011 in Agen France by Yan Maus. In 2015 Fonroche put to market the Power 365 Smartlight, guaranteeing 365 days of autonomy. In 2016 Fonroche completed first Superstore project. In 2018 Fonroche was awarded the World's largest solar lighting project, deploying 130,000 Smartlights to Senegal. In 2019 Fonroche Lighting America established with the acquisition of SolarOne Solutions. In 2021-2022 Fonroche Lighting America completes major projects with developers Taylor Morrison, Van Daele Homes, Metro Development, Dalkia, City of Albuquerque, installing over 1500 SmartLights in the US. In 2023 Fonroche reached 500th municipality customer, became endorsed by City of Los Angeles. In 2024 Fonroche sold 6720 Smartlights to 291 customers, comprised mostly of city and county government sales. Fonroche core values and business philosophy are based around teamwork and reliability. Fonroche CEO is a former professional rugby player and team general manager. As such, team is core to Fonroche DNA. Fonroche is making solar the new standard for street lighting. One of the core characteristics for this is reliability. Fonroche has the World's largest solar lighting test facility and 50 engineers focused on continuous improvement.	*
12	What are your company's expectations in the event of an award?	Our expectation is to promote as much procurement of Fonroche through Sourcewell as possible. This promotion will be completed through Fonroche Direct Sales Team of 18 (will double in 2025), who work with government end users every day, and through Fonroche Marketing team of 6 people, creating material and SEO optimization daily. Direct procurement by customers makes their purchasing process much easier. Sourcewell is the procurement cooperative most widely used by Fonroche government customers. Fonroche will promote Sourcewell to both existing customers and new customers.	*
13	Demonstrate your financial strength and stability with meaningful data. This could include such items as financial statements, SEC filings, credit and bond ratings, letters of credit, and detailed reference letters. Upload supporting documents (as applicable) in the document upload section of your response. DO NOT PROVIDE ANY TAX INFORMATION OR PERSONALLY IDENTIFIABLE INFORMATION.	Financial statement	*
14	What is your US market share for the Solutions that you are proposing?	Fonroche Lighting America US market share is between 40-60%. There is no other solar lighting manufacturer in the World, let alone US with Fonroche size, engineering, and capabilities. Most all other suppliers of solar lighting in the US are either: 1) a small company of +/- 10 people "bootstrapping" a configuration of off the shelf components; 2) a distributor re-packaging foreign products to distribute into the US; 3) most often a combination of 1 & 2.	*
15	What is your Canadian market share for the Solutions that you are proposing?	Our Canadian market share is 20-40%. Due to population quantities and solar irradiation capabilities, by far the majority of autonomous solar street lighting sales occurs in the US. As a result of this, our core focus over the past few years has been developing out the US market. We will be expanding our business development focus into Canada over the next few years, as we continue evaluating North American build out priorities.	*
16	Disclose all current and completed bankruptcy proceedings for Proposer and any included possible Responsible Party within the past seven years. Proposer must provide notice in writing to Sourcewell if it enters a bankruptcy proceeding at any time during the pendency of this RFP evaluation.	Fonroche Lighting American has not had any bankruptcy proceedings.	*
17	How is your organization best described: is it a manufacturer, a distributor/dealer/reseller, or a service provider? Answer the question that best applies to your organization, either a) or b). a) If your company is best described as a distributor/dealer/reseller (or similar entity), provide your written authorization to act as a distributor/dealer/reseller for the manufacturer of the products proposed in this RFP. If applicable, is your dealer network independent or company owned? b) If your company is best described as a manufacturer or service provider, describe your relationship with your sales and service force and with your dealer network in delivering the products and services proposed in this RFP. Are these individuals your employees, or the employees of a third party?	B) Fonroche Lighting America (FLA) is the World's largest solar street lighting manufacturer. FLA focuses on direct sales with a direct sales team who are FLA employees. We doubled the size of the sales team last year and are doubling it again this year. We have found a direct sales team, who focuses on selling Fonroche every day, from morning to night to be the most effective way to transform the marketplace to make solar lighting the standard. Fonroche also has a few independent representatives who sell Fonroche, but 95% of Fonroche sales are through direct Fonroche employee sales efforts. Fonroche also has a direct service team. Fonroche has 8 regional service centers: Los Angeles, Phoenix, Boise, Fort Worth, San Antonio, Orlando, Atlanta, Boston. Fonroche Smartlights are engineered for maintenance free for 10+ years, so the service centers primarily facilitate smooth installations of Fonroche Smartlights.	*

18	If applicable, provide a detailed explanation outlining the licenses and certifications that are both required to be held, and actually held, by your organization (including third parties and subcontractors that you use) in pursuit of the business contemplated by this RFP.	ISO9001, Veritas, ISO14000	*
19	Disclose all current and past debarments or suspensions for Proposer and any included possible Responsible Party within the past seven years. Proposer must provide notice in writing to Sourcwell if it enters a debarment or suspension status any time during the pendency of this RFP evaluation.	Fonroche Lighting America has NOT had any debarments or suspensions for Proposer, nor any included possible Responsible Party.	*
20	Describe any relevant industry awards or recognition that your company has received in the past five years.	French American Innovative Company of the Year 2023, City of Tucson Community Medallion Award, Native American Construction Company.	*
21	What percentage of your sales are to the governmental sector in the past three years?	>80% of FLA sales are to the governmental sector. More specifically, FLA focuses sales efforts to Municipalities and Counties. These local and county governments are by far the largest users of outdoor lighting.	*
22	What percentage of your sales are to the education sector in the past three years?	<5% of our sales are to the education sector. Our sales to the education sector are generally to college campuses, to where new k-12 schools are being built, and to improve lighting on existing k-12 school grounds.	*
23	List all state, cooperative purchasing agreements that you hold. What is the annual sales volume for each of these agreement over the past three years?	Fonroche Lighting America is currently on TIPS, Buy Board, NPP. 2024 cooperative procurements were through BuyBoard, amounting to \$644,185 in sales. The challenge in not putting more business through coops is we find most of our municipality customers utilize Sourcwell. These customers have been reluctant to add additional cooperatives, significantly limiting our flow of cooperative procurement business. We see Sourcwell as being a significant contributor to FLA annual sales volume, should we be successful in this RFP.	*
24	List any GSA contracts or Standing Offers and Supply Arrangements (SOSA) that you hold. What is the annual sales volume for each of these contracts over the past three years?	Fonroche does no have any current GSA contracts, nor any SOSA's. Most of our business is through local governments, who we have found utilize GSA's less frequently in our area of focus.	*

Table 2B: References/Testimonials

Line Item 25. Supply reference information from three customers who are eligible to be Sourcwell participating entities.

Entity Name *	Contact Name *	Phone Number *	
City of Vallejo	Oscar Alcantar Public Works Director	707-648-4105	*
City of Stockton	Chad Reed Public Works Director	209-937-8302	*
City of Fullerton	Stephen Bise Public Works Director	714-738-6852	*
Hardee County	Christopher Simpson Assistant County Manager	863-773-3272	

Table 3: Ability to Sell and Deliver Solutions (150 Points)

Describe your company’s capability to meet the needs of Sourcwell participating entities across the US and Canada, as applicable. Your response should address in detail at least the following areas: locations of your network of sales and service providers, the number of workers (full-time equivalents) involved in each sector, whether these workers are your direct employees (or employees of a third party), and any overlap between the sales and service functions.

Line Item	Question	Response *
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26	Sales force.	Fonroche has a direct sales team of 18 and a marketing team of 6. We have hired a full time recruiter to hire, primarily in the areas of sales and marketing. We anticipate the sales team to increase to approximately 40-50 sales people throughout 2025. We are in the process of updating our training program associated with increasing growth rate. Following years of experience working with independent sales representation companies, distributors, and also having a direct sales team, and in part because solar lighting is not an off the shelf type of commodity, we have found a direct sales team to be much more effective than even a much larger independent representative/distributor network. The sales team works out of regional hubs, which we are growing the number of, with current ones located in Los Angeles CA, Boise ID, Phoenix AZ, Coppell TX, San Antonio TX, Atlanta GA, Orlando FL, Boston MA. Within each hub office are outside sales people, along with sales support people. This direct sales force are experts on Fonroche and are in great positions to facilitate optimal procurement paths, which purchasing through Sourcwell would be not only an easy process, but also allow for the continuation of the direct Fonroche to end user consultative buying experience. FLA focuses heavily on Local and County government business. These are the primary purchasers and users of street, parking lot, park, and trail lighting in every community.	*
27	Describe the network of Authorized Sellers who will deliver Solutions, including dealers, distributors, resellers, and other distribution methods.	Because Fonroche has a growing sales force, covering North America, there is less reliance on 3rd party sales channels listed on this question. With that said, Fonroche does have some distributor/reseller agreement partners. These are primarily to service local markets Fonroche is not strong in, but our partner is. With these partners, Fonroche co-invests into developing the team and the marketplace to assure "skin in the game" focus on selling Fonroche systems.	*
28	Service force.	Fonroche is working directly with 1 national contractor and multiple of local contractors (in each states) to provide the installation support for our Solar streetlights. Because our lights are low voltage, installation is usually done by landscape or electrical companies	*
29	Describe the ordering process. If orders will be handled by distributors, dealers or others, explain the respective roles of the Proposer and others.	Our ordering process is to receive a purchase order (PO) for quoted material, or for the customer to sign the FLA quote in absence of official customer PO process. The quote and PO can be completed with all required Sourcwell documentation.	*
30	Describe in detail the process and procedure of your customer service program, if applicable. Include your response-time capabilities and commitments, as well as any incentives that help your providers meet your stated service goals or promises.	Customer sends request to support@fonroche.us (D day). Support will analyze and transfer to the associated department same day (D day). Associated service will send replacement part (D day +1). Fonroche Customer Service will organize a pick up of failed part to be sent to Fonroche for analysis (D day +3). Quality department will open a quality tool to define action plan to eliminate the nonconformity in the future (D day +30).	*
31	Describe your ability and willingness to provide your products and services to Sourcwell participating entities in the United States.	Fonroche Lighting America has full ability and complete willingness to provide our products and services to all participating entities in the United States.	*
32	Describe your ability and willingness to provide your products and services to Sourcwell participating entities in Canada.	Fonroche Lighting America has full ability and complete willingness to provide our products and services to all participating entities in the Canada.	*
33	Identify any geographic areas of the United States or Canada that you will NOT be fully serving through the proposed agreement.	There are NO areas we will not be able to fully service through this proposed agreement	*
34	Identify any account type of Participating Entity which will not have full access to your Solutions if awarded an agreement, and the reasoning for this.	There are NO account types from any Participating Entity that will not have full access to all Fonroche solutions.	*
35	Define any specific requirements or restrictions that would apply to our participating entities in Hawaii and Alaska and in US Territories.	There are no specific business related requirement, nor any restrictions in servicing Hawaii, Alaska, or US Territories. The only restriction in Alaska is a technical one, related to how much solar irradiation occurs in the winter months - from a solar irradiance standpoint, Alaska is more restrictive than Arizona in system sizing capabilities.	*
36	Will Proposer extend terms of any awarded master agreement to nonprofit entities?	Yes, Fonroche will extend terms of any awarded master agreement to nonprofit entities.	*

Table 4: Marketing Plan (100 Points)

Line Item	Question	Response *	
37	Describe your marketing strategy for promoting this opportunity. Upload representative samples of your marketing materials (if applicable) in the document upload section of your response.	Fonroche Lighting America targets local government and adjacent segments including School Districts, Retailers, Transportation and Federal Agencies. Email: Fonroche Lighting maintains a contact database of around 10,000 contacts, including customers, prospects, resellers and industry experts. Fonroche will send an initial email announcement with automated follow- and two additional rounds per year Email to purchased list of local governments with a population of greater than 250,000. Website: Fonroche Lighting will provide a reciprocal link on three website pages, including FonrocheSolarLighting.com, FonrocheSolarLighting.com/commercial-solar-lighting/,FonrocheSolarLighting/how-to-buy/. Article: Fonroche Lighting will publish an article about its relationship with Sourcewell and the benefits of buying through Sourcewell. Social Media: LinkedIn, Facebook and Instagram posts will support website announcement. Reminder posts will be timed with second and third round email blasts. Printed and Interactive Collateral: Sourcewell's logo will be featured on printed /interactive brochures. Tradeshows: Fonroche Lighting will exhibit at 17 local government and public works events in 2025. Exhibits will include a Sourcewell table display with a QR Code link. Distribution of material provided by Sourcewell is available as well.	*
38	Describe your use of technology and digital data (e.g., social media, metadata usage) to enhance marketing effectiveness.	Fonroche Lighting integrates and measures its lead generation and opportunity activities using Salesforce.com. We also use Lead Forensics to track metadata, alert sales reps to active website visitors, and to link website visits to outbound marketing activities such as tradeshows.	*
39	In your view, what is Sourcewell's role in promoting agreements arising out of this RFP? How will you integrate a Sourcewell-awarded agreement into your sales process?	We believe that Sourcewell's role in promoting agreements arising out of this RFP is to provide brand guidelines and key messaging, as well as to amplify success stories and case studies provided by Fonroche Lighting. These materials will also be used by our sales team to encourage utilization of Sourcewell's services. To facilitate participation, the sales team will have access to customized price lists and quotation tools within Salesforce.	*
40	Are your Solutions available through an e-procurement ordering process? If so, describe your e-procurement system and how governmental and educational customers have used it.	Our solutions are not available via e-procurement.	*

Table 5A: Value-Added Attributes (100 Points, applies to Table 5A and 5B)

Line Item	Question	Response *	
41	Describe any product, equipment, maintenance, or operator training programs that you offer to Sourcewell participating entities. Include details, such as whether training is standard or optional, who provides training, and any costs that apply.	Fonroche systems are largely plug-n-play for customers. With that said, Fonroche has an installation support team to make sure installations go perfectly. We have an installation support manager who handles pre-installation coordination with local contractors to make sure everything is well understood and lined out prior to installation. In addition to that, for larger projects and strategic customers, we send an installation support team to help facilitate a smooth installation - typically this entails pre-assembling the smart lights on-site to then be hoisted and placed on the poles. We also have an installation manual sent out on every project. Fonroche does not charge for installation support and training. Our strategy is we are in this for the long term and it is important for us to build rapport and trust with customers to make it easy to buy, easy to install, easy to use.	*
42	Describe any technological advances that your proposed solution(s) offer.	Fonroche is the only manufacturer in the World to use Nickel Metal Hydride Batteries (NiMH). The technological advancement of this is NiMH is the most robust battery type, operating well in both hot and cold climates, with a lifespan of 10-12 years. Conversely lithium battery technology has similar life, but lithium does not perform well in hot, nor cold climates. The reason Fonroche is the only manufacturer able to manage correctly the two types of batteries due to a very good battery system management	*
43	If applicable, describe how your solution(s) leverage artificial intelligence (AI) to enhance the functionality and efficiency of smart infrastructure.	We are using AI to anticipate weather in order to build algorithms that are aligned with weather data over the last 10 years. With AI, we can anticipate weather and discharge.	*

44	Describe any “green” initiatives that relate to your company or to your Solutions, and include a list of the certifying agency for each.	1. 100% Solar-Powered Streetlighting Initiative: All Fonroche streetlights are powered by solar energy, removing dependence on fossil fuels and lowering greenhouse gas emissions. Impact: Saves thousands of kilowatt-hours annually per installation. Certifying Agency: Solar Rating & Certification Corporation (SRCC) – Compliance with solar performance standards. 2. Off-Grid Infrastructure Development Initiative: Our solutions do not require trenching, cabling, or connection to the grid, which helps preserve natural landscapes and reduce construction-related emissions. Impact: Lowers installation footprint and protects green spaces. Certifying Agency: Environmental Protection Agency (EPA) – Indirectly aligns with EPA guidelines for sustainable development. 3. Recyclable and Sustainable Components Initiative: Fonroche lights use recyclable materials such as aluminum poles and LiFePO4 batteries, which are longer-lasting and less toxic than traditional battery chemistries. Impact: Promotes a circular economy and minimizes waste. 4. Smart Energy Management System (EMS) Initiative: Each unit is equipped with an EMS that optimizes battery usage and adapts lighting profiles to reduce energy consumption. Impact: Extends battery life and ensures efficient solar usage.	*
45	Identify any third-party issued eco-labels, ratings or certifications that your company has received for the Solutions included in your Proposal related to energy efficiency or conservation, life-cycle design (cradle-to-cradle), or other green/sustainability factors.	CRITICAL REVIEW ATTESTATION bureau Veritas Life cycle assessment (LCA) of Smartlight 365, September 2024 version Dark Sky Compliant	*
46	What unique attributes does your company, your products, or your services offer to Sourcewell participating entities? What makes your proposed solutions unique in your industry as it applies to Sourcewell participating entities?	Fonroche delivers a complete, integrated solar streetlight system—including a powerful battery, high-efficiency solar panel, and smart energy management system No trenching. No wiring. No grid. This means significant cost savings and faster deployment, especially attractive for public agencies with tight budgets and timelines. 2. Industry-Leading Battery Technology Our proprietary NiMH energy storage is unmatched in lifespan (up to 10 years), temperature resistance (-40°F to 140°F), and nighttime reliability.	*

Table 5B: Value-Added Attributes

Line Item	Question	Certification	Offered	Comment	
47	Select any Women or Minority Business Entity (WMBE), Small Business Entity (SBE), or veteran owned business certifications that your company or hub partners have obtained. Upload documentation and a listing of dealerships, HUB partners or resellers if available. Select all that apply.		☐ Yes ☒ No	N/A	*
48		Minority Business Enterprise (MBE)	☐ Yes ☒ No	N/A	*
49		Women Business Enterprise (WBE)	☐ Yes ☒ No	N/A	*
50		Disabled-Owned Business Enterprise (DOBE)	☐ Yes ☒ No	N/A	*
51		Veteran-Owned Business Enterprise (VBE)	☐ Yes ☒ No	N/A	*
52		Service-Disabled Veteran-Owned Business (SDVOB)	☐ Yes ☒ No	N/A	*
53		Small Business Enterprise (SBE)	☐ Yes ☒ No	N/A	*
54		Small Disadvantaged Business (SDB)	☐ Yes ☒ No	N/A	*
55		Women-Owned Small Business (WOSB)	☐ Yes ☒ No	N/A	*

Table 6A: Pricing (400 Points, applies to Table 6A and 6B)

Provide detailed pricing information in the questions that follow below.

Line Item	Question	Response *	
56	Describe your payment terms and accepted payment methods.	We are flexible on payment terms, depending on credit worthiness of buyer. We do a credit check on all buyers, generally through Coface. Depending on credit worthiness, payment terms are net 30 days from shipment to a partial down payment, to full payment prior to shipment.	*
57	Describe any leasing or financing options available for use by educational or governmental entities.	Fonroche has financing options for customers. Generally this is for large volume procurement to a city. The way it works is the city pays a monthly per light fee for 15 years and then they own the infrastructure. During this period, Fonroche takes care of 100% of the maintenance of the agency lighting.	*
58	Describe any standard transaction documents that you propose to use in connection with an awarded agreement (order forms, terms and conditions, service level agreements, etc.). Upload all template agreements or transaction documents which may be proposed to Participating Entities.	Order Form – Summarizes product details, pricing, quantities, delivery timelines, and reference to the governing agreement. Terms and Conditions – Our standard T&Cs cover warranty, payment terms, delivery obligations, risk of loss, limitations of liability, and dispute resolution.	*
59	Do you accept the P-card procurement and payment process? If so, is there any additional cost to Sourcewell participating entities for using this process?	We do not accept P-card procurement. We have our own credit card service we run through. Generally we find our customers are not wanting to use P-card procurement, which is the main reason we do not offer it. Primarily payments are made through ACH transfer.	*

60	Describe your pricing model (e.g., line-item discounts or product-category discounts). Provide detailed pricing data (including standard or list pricing and the Sourcewell discounted price) on all of the items that you want Sourcewell to consider as part of your RFP response. If applicable, provide a SKU for each item in your proposal. Upload your pricing materials (if applicable) in the document upload section of your response.	Pricing Model: Line item discount Provide detailed pricing data: Price list will be attached in the proposal. It will include the 2% discount for Sourcewell members	*
61	Quantify the pricing discount represented by the pricing proposal in this response. For example, if the pricing in your response represents a percentage discount from MSRP or list, state the percentage or percentage range.	Yes, pricing in bid reflects discounted pricing, lower than currently increasing price. Current price increase in progress will be an increase of 5-10%	*
62	Describe any quantity or volume discounts or rebate programs that you offer.	Fonroche pricing are based on volume. Price range is: 1 to 5 ;5 to 11; 11 to 31	*
63	Propose a method of facilitating "sourced" products or related services, which may be referred to as "open market" items or "non-contracted items". For example, you may supply such items "at cost" or "at cost plus a percentage," or you may supply a quote for each such request.	To facilitate "sourced" products or related services Fonroche team will supply a quote for each request.	*
64	Identify any element of the total cost of acquisition that is NOT included in the pricing submitted with your response. This includes all additional charges associated with a purchase that are not directly identified as freight or shipping charges. For example, list costs for items like pre-delivery inspection, installation, set up, mandatory training, or initial inspection. Identify any parties that impose such costs and their relationship to the Proposer.	None, all cost of acquisition will be include	*
65	If freight, delivery, or shipping is an additional cost to the Sourcewell participating entity, describe in detail the complete freight, shipping, and delivery program.	Freight of Fonroche Solar Lights are done from Fonroche factory and realize on a flat bed truck. Because of this the shipping price will be update for each proposal. Shipping price are based on quantity. Minimum shipping price (one unit) for a delivery on the mainland is 2000 USD	*
66	Specifically describe freight, shipping, and delivery terms or programs available for Alaska, Hawaii, Canada, or any offshore delivery.	Freight of Fonroche Solar Lights are done from Fonroche factory and realize on a flat bed truck. Because of this the shipping price will be update for each proposal. Shipping price are based on quantity. Minimum shipping quantity is one unit, for Alaska, Hawaii, Canada, or any offshore delivery Fonroche will provide a shipping price; Brokage cost will be the customer responsibility	*
67	Describe any unique distribution and/or delivery methods or options offered in your proposal.	Fonroche is able to deliver 50-80 lights with an expedite LT of 2-3 weeks	*
68	Specifically describe any self-audit process or program that you plan to employ to verify compliance with your proposed agreement with Sourcewell. This process includes ensuring that Sourcewell participating entities obtain the proper pricing.	Self-Audit and Compliance Verification Process Fonroche Lighting America is committed to full transparency and compliance with the terms of any awarded agreement with Sourcewell. To ensure Participating Entities receive proper contract pricing and program benefits, we will implement the following self-audit process: 1-Centralized Quoting System All quotes issued to Sourcewell Participating Entities will be generated and tracked through a centralized CRM and quoting platform. This ensures pricing is consistent, current, and reflects contract terms. 2-Sales Team Training All sales representatives will receive regular training and refresher sessions on Sourcewell pricing structure and compliance requirements. Sales leadership will oversee adherence to these guidelines. 3-Documentation and Reporting A record of all Sourcewell transactions will be maintained and made available for review upon request. If discrepancies are discovered, we will promptly notify Sourcewell and take corrective action.	*
69	If you are awarded an agreement, provide a few examples of internal metrics that will be tracked to measure whether you are having success with the agreement.	1-extract of CRM to find how many projects close with contract sourcewell. This will be done once a month by the manager in charge of paying the 2% commission to Sourcewell	*

70	Provide a proposed Administration Fee payable to Sourcewell. The Fee is in consideration for the support and services provided by Sourcewell. The propose an Administrative Fee will be payable to Sourcewell on all completed transactions to Participating Entities utilizing this Agreement. The Administrative Fee will be calculated as a stated percentage, or flat fee as may be applicable, of all completed transactions utilizing this Master Agreement within the preceding Reporting Period defined in the agreement.	2%, which is consistent with other purchasing cooperatives	*
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Table 6B: Pricing Offered

Line Item	The Pricing Offered in this Proposal is: *	Comments	
71	The pricing offered is as good as or better than pricing typically offered through existing cooperative contracts, state contracts, or agencies.	The pricing offered is as good as or better than pricing typically offered through existing cooperative contracts, state contracts, or agencies. Fonroche will always make sure to propose the same price or lower price to the Sourcewell members	*

Table 7A: Depth and Breadth of Offered Solutions (200 Points, applies to Tables 7A through 7E)

Line Item	Question	Response *	
72	Provide a detailed description of all the solutions offered, including used solutions if applicable, offered in the proposal.	Fonroche Lighting America offers comprehensive solar streetlighting solutions designed to meet the needs of municipalities, counties, DOTs, and other public agencies. Our proposal includes the following: 1- Solar Streetlighting Systems Our systems are not all-in-one units. Instead, they are modular, with each component designed and mounted separately for maximum performance and durability. Each system includes: • Solar Panel Assembly: Mounted at the top of the pole for optimal sun exposure. High-efficiency monocrystalline panels are sized to meet site-specific energy needs. • Energy Storage: Nickel or Lithium • Smart Controller: Installed in the pole or cabinet, our proprietary controller manages charging, lighting profiles, and system health. • LED Fixture (Luminaire): High-efficiency, dark-sky compliant LEDs available in multiple wattages and light distributions. Fixtures are chosen based on application (roadway, pathway, area lighting). • Pole & Mounting Options: Includes standard and decorative poles, with various foundation options (embedded or anchor base). All systems are warranty 8 years 100% and will work for 10-12 years with no maintenance, 2 - Decorative and Custom Lighting Solutions To meet architectural or community aesthetics, we offer: • Ornamental poles (Belle Epoque, Opera, New Art, Bollard, Crystal bulbs) • Decorative arms and fixture styles • Color-matched components for seamless integration in parks, campuses, or historic districts 3- Engineering and Project Design Support Our technical team provides: • Site-specific system sizing using internal calculation sheet and battery system management • Photometric studies • Layout plans and installation drawings • Submittals and technical documentation 4 - Installation Services (Optional) While many clients install the systems with their own crews, we also offer: • Turnkey installation services via local or national installers • On-site commissioning • Training for customer staff and ongoing support 5- After-Sales Support & Warranty • 8-Year Full-System Warranty • Free Remote Monitoring (on the streetlights) • Technical Support via phone, email, and field visits	*

73	Within this RFP category there may be subcategories of solutions. List subcategory titles that best describe your products and services.	N/A	*
74	Describe how your solutions ensure data privacy, security, and compliance.	Fonroche Lighting America designs its solar lighting systems with privacy and data security at the core. Our systems are built for performance and reliability—not for data harvesting—and we follow strict protocols to ensure all collected data is handled responsibly. No Collection of Personal Data Our systems do not collect or process any personal or user-identifiable information. The only data gathered is operational, including: Battery status Solar charging performance Lighting schedules System health and fault detection This information is used exclusively for system performance monitoring and maintenance. Compliance and Best Practices While personal data is not collected, Fonroche aligns with industry best practices for data protection: Minimal and purpose-driven data collection Secure storage and transmission of operational data Transparency with customers regarding the type and use of system data	*
75	Describe how your solutions ensure interoperability with existing systems and future upgrades.	Easy retrofit kit made specifically for an integration with existing poles and mounting structures (where applicable) Standards-Based Components; Compatibility with common pole types and mounting hardware ; Smooth and easy integration into public infrastructure projects Remote Monitoring Compatibility :	*

Table 7B: Outdoor Sensors or Advanced Sensor-Integrated Luminaires

Using the comments text box, answer the questions below if your proposal is offering **Outdoor Sensors or Advanced Sensor-Integrated Luminaires**.

☒ We will not be submitting for Table 7B: Outdoor Sensors or Advanced Sensor-Integrated Luminaires

Line Item	Category or Type	Comments *	
76	Describe what communication protocols (e.g., API, DALI) are supported by your solution(s) to ensure compatibility with different systems.		*
77	Describe what transmission methods (e.g., wired, wireless) the sensors use, and how they ensure reliable communication.		*
78	If applicable, describe how your proposed solution(s) ensure Zhaga compliance for the integration of LED modules, sensors, or communication devices to facilitate easy upgrades and interoperability.		*

Table 7C: Physical Assets, Poles, and Mounting Structures

Using the comments text box, answer the questions below if your proposal is offering **Physical Assets, Poles, and Mounting Structures**.

☐ We will not be submitting for Table 7C: Physical Assets, Poles, and Mounting Structures

Line Item	Category or Type	Comments *
79	Describe how your solution(s) ensure the durability and adaptability of mounting structures in varying environmental conditions.	1 Engineered for Harsh Environments Our mounting structures are designed to withstand the most demanding conditions: • Wind Load Compliance: Poles and mounting assemblies are engineered to meet or exceed local wind load requirements, often up to 120+ mph as per US guidelines. • Corrosion Resistance: All steel components are hot-dip galvanized or powder-coated to resist corrosion, making them suitable for coastal, humid, or snow-prone environments. • Temperature Tolerance: System components operate reliably in a wide temperature range -40F to 158F, with batteries and enclosures rated for both hot and cold climates. 2 Modular and Adaptable Pole Design Fonroche offers a range of pole types to adapt to local installation requirements: • Embedded or anchor-base options or retrofit kit with a custom base • Heights and finishes suitable for urban, rural, or decorative applications 3. Adjustable Solar Panel Mounts Solar panel brackets are: • Tilt-adjustable to optimize solar exposure based on geographic location • Arm adjustable to optimize the uniformity of the light on the ground when necessary. 5. Proven Track Record Fonroche systems are installed in over 48 states in the US,across deserts, coastlines, islands, and freezing zones—each installation leveraging site-specific mounting and system adjustments for long-term resilience. Our solar lighting solutions are not only built to last—they're built to adapt. Regardless of terrain, climate, or urban setting, Fonroche delivers infrastructure that's field-proven, secure, and built for decades of reliable operation.

Table 7D: Network Components, Gateways, Controllers, Communication Modules, or Specialized Platforms

Using the comments text box, answer the questions below if your proposal is offering **Network Components, Gateways, Controllers, Communication Modules, or Specialized Platforms**.

☐ We will not be submitting for Table 7D: Network Components, Gateways, Controllers, Communication Modules, or Specialized Platforms

Line Item	Category or Type	Comments *
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80	Describe what redundancy features are built into your network components to ensure continuous operation.	Redundancy Features for Continuous Operation Fonroche Lighting America's solar lighting systems are designed with built-in resilience and autonomous operation, eliminating dependency on external power or centralized networks. While our systems are typically standalone, they include several key features that act internal redundancy measures to ensure continuous, uninterrupted operation. 1. Independent Operation of Each Unit Each solar light functions as a fully independent unit with its own solar panel, battery, controller, and light fixture. This design means: • No single point of failure—example if one light goes offline due to a crash, others remain fully operational to assure safety in the street. • No need for centralized network control or grid power to function. 2. Battery Size up for the location & Fonroche Battery management system Our systems are engineered with built-in energy autonomy, providing 365 nights of light for 10-12 years: • Ensures operation through multiple days of low solar input (e.g., storms, snow, or smoke). • Prevents outages caused by temporary environmental conditions with a Fonroche Battery management system developed specifically to assure reliability in the worst-case scenario. 3. Passive Thermal Management Battery enclosures are ground-mounted and ventilated to: • Prevent overheating in hot climates • Improve battery longevity and avoid thermal-related system failures 4. Optional Remote Monitoring For customers who opt for connected systems, our monitoring platform allows: • Real-time health checks • Early detection of faults or performance drops • Proactive maintenance before system failure
81	Describe what features your platform provides for monitoring, controlling, and managing smart infrastructure assets.	FONROCHE CONNECT Features for Monitoring, Controlling, and Managing Smart Infrastructure Assets Fonroche Lighting America provides a smart, optional monitoring platform designed to help asset owners and facility managers track system performance, diagnose issues remotely, and optimize lighting operations. While not all projects require connected systems, we offer Fonroche connect features for those who do. 1. Real-Time System Monitoring Our platform enables users to view: • Battery state of charge • Solar panel energy production • Load (lighting) status • Control performance metrics • Alerts for faults or anomalies (e.g., abnormal discharge, panel obstruction, battery aging) 2. Remote Lighting Control Authorized users can remotely: • Modify lighting profiles (on/off times, dimming schedules) • Adjust brightness levels based on time of day or season • Activate or deactivate specific units for events 3. System Management Dashboard The web-based dashboard provides: • Map-based visualization of all installed systems • Easy-to-read performance graphs • Custom reporting features for compliance or internal tracking 4. Predictive Maintenance Tools Using performance trends, the system can: • Notify teams of potential failures before outages occur • Suggest battery replacements or system checks 5. User Access Management • Multiple levels of access (admin, service technician, viewer) • Secure login with role-based controls • Audit trails for system changes and user actions
82	If applicable, describe how your platform supports multiple data sources and integrates them into a unified dashboard for real-time monitoring.	N/A

Table 7E: Integration with Turnkey Services

Using the comments text box, answer the questions below if your proposal is offering **Integration with Turnkey Services**.

☐ We will not be submitting for Table 7E: Integration with Turnkey Services

Line Item	Category or Type	Comments *	
83	Describe what levels of service (e.g., technology/infrastructure only, turnkey, other) are being proposed.	Fonroche Lighting America provides a range of flexible service levels to meet the diverse needs of public agencies, municipalities, and private partners. We support projects from basic product supply to full turnkey solutions.	*
84	Describe your proposed maintenance plans and schedules. Provide details on routine maintenance, emergency repairs, software updates, and any remote monitoring capabilities. Include pricing for such maintenance in your proposal.	No maintenance require for 10-12 years, any maintenance due to system will be handle by Fonroche 1. Technology/Infrastructure Only We supply high-performance, off-grid solar lighting systems including: • Solar panels, batteries, controllers, poles, and fixtures • Engineering documentation and installation guidelines • Photometric studies and layout recommendations This level is ideal for customers who prefer to handle installation through their own contractors. 2. Assisted Installation / Partial Turnkey In this model, Fonroche provides: • Site-specific system configuration • On-site supervision or installation training • Coordination with the customer's chosen installer • Optional system commissioning and final inspection This level balances flexibility with support, especially for first-time solar lighting customers. 3. Full Turnkey Service (where available) Fonroche or its authorized partners manage the entire project, including: • Site assessment and engineering • Permitting support (if required) • Delivery, installation, and commissioning • Post-installation monitoring setup and support • Ongoing warranty and maintenance services 4. Ongoing Support & Monitoring (Optional) All service levels can be paired with: • Remote performance monitoring • Technical support and training	*
85	Briefly describe one (1) project you have completed for another public agency and OUTLINE the deployment process.	Site Assessment & Engineering Design Fonroche conducted a photometric study and site analysis. System sizing was customized for each location based on lighting needs, solar exposure, and autonomy requirements. Product Delivery Complete systems (solar panels, batteries, poles, and LED fixtures) were shipped directly to the city's public works department. Installation Coordination Fonroche provided installation training and support to the city's selected local contractor. Technical documents and mounting instructions ensured correct setup. Commissioning & Quality Check Fonroche personnel visited the site for system verification and commissioning. Each light was tested for functionality, proper orientation, and performance metrics. Post-Installation Support The city was provided access to optional monitoring tools and a point of contact for warranty support.	*

Table 8: Exceptions to Terms, Conditions, or Specifications Form

Line Item 86. NOTICE: To identify any exception, or to request any modification, to Sourcewell standard Master Agreement terms, conditions, or specifications, a Proposer must submit the proposed exception(s) or requested modification(s) via redline in the Master Agreement Template provided in the “Bid Documents” section. Proposer must upload the redline in the “Requested Exceptions” upload field. All exceptions and/or proposed modifications are subject to review and approval by Sourcewell and will not automatically be included in the Master Agreement.

Do you have exceptions or modifications to propose?	Acknowledgement *
	☐ Yes ☒ No

Documents

Ensure your submission document(s) conforms to the following:

1. Documents in PDF format are preferred. Documents in Word, Excel, or compatible formats may also be provided.
2. Documents should NOT have a security password, as Sourcewell may not be able to open the file. It is your sole responsibility to ensure that the uploaded document(s) are not either defective, corrupted or blank and that the documents can be opened and viewed by Sourcewell.
3. Sourcewell may reject any response where any document(s) cannot be opened and viewed by Sourcewell.
4. If you need to upload more than one (1) document for a single item, you should combine the documents into one zipped file. If the zipped file contains more than one (1) document, ensure each document is named, in relation to the submission format item responding to. For example, if responding to the Marketing Plan category save the document as “Marketing Plan.”
 - [Pricing](#) - Sourcewell CoopProductCatalog 2025.pdf - Tuesday April 15, 2025 11:00:50
 - [Financial Strength and Stability](#) - Fonroche Lighting America - 2023 Financial Statements def.pdf - Tuesday April 15, 2025 11:01:04
 - [Marketing Plan/Samples](#) - FONROCHE MARKETING PLAN SOURCEWELL.pdf - Tuesday April 15, 2025 11:01:17
 - WMBE/MBE/SBE or Related Certificates (optional)
 - [Standard Transaction Document Samples](#) - Standard Transaction Sample.pdf - Tuesday April 15, 2025 11:01:40
 - Requested Exceptions (optional)
 - [Upload Additional Document](#) - Fixtures info 2025 - 1.pdf - Tuesday April 15, 2025 11:02:18

Addenda, Terms and Conditions

PROPOSER AFFIDAVIT OF COMPLIANCE

I certify that I am an authorized representative of Proposer and have authority to submit the foregoing Proposal:

1. The Proposer is submitting this Proposal under its full and complete legal name, and the Proposer legally exists in good standing in the jurisdiction of its residence.
2. The Proposer warrants that the information provided in this Proposal is true, correct, and reliable for purposes of evaluation for award.
3. The Proposer certifies that:
 - (1) The prices in this Proposal have been arrived at independently, without, for the purpose of restricting competition, any consultation, communication, or agreement with any other Proposer or competitor relating to-
 - (i) Those prices;
 - (ii) The intention to submit an offer; or
 - (iii) The methods or factors used to calculate the prices offered.
 - (2) The prices in this Proposal have not been and will not be knowingly disclosed by the Proposer, directly or indirectly, to any other Proposer or competitor before award unless otherwise required by law; and
 - (3) No attempt has been made or will be made by Proposer to induce any other concern to submit or not to submit a Proposal for the purpose of restricting competition.
4. To the best of its knowledge and belief, and except as otherwise disclosed in the Proposal, there are no relevant facts or circumstances which could give rise to an organizational conflict of interest. An organizational conflict of interest is created when a current or prospective supplier is unable to render impartial service to Sourcewell due to the supplier's: a. creation of evaluation criteria during performance of a prior agreement which potentially influences future competitive opportunities to its favor; b. access to nonpublic and material information that may provide for a competitive advantage in a later procurement competition; c. impaired objectivity in providing advice to Sourcewell.
5. Proposer will provide to Sourcewell Participating Entities Solutions in accordance with the terms, conditions, and scope of a resulting master agreement.
6. The Proposer possesses, or will possess all applicable licenses or certifications necessary to deliver Solutions under any resulting master agreement.
7. The Proposer will comply with all applicable provisions of federal, state, and local laws, regulations, rules, and orders.
8. Proposer its employees, agents, and subcontractors are not:
 1. Included on the "Specially Designated Nationals and Blocked Persons" list maintained by the Office of Foreign Assets Control of the United States Department of the Treasury found at: <https://www.treasury.gov/ofac/downloads/sdnlist.pdf>;
 2. Included on the government-wide exclusions lists in the United States System for Award Management found at: <https://sam.gov/SAM/>; or
 3. Presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from programs operated by the State of Minnesota; the United States federal government, as applicable; or any Participating Entity. Vendor certifies and warrants that neither it nor its principals have been convicted of a criminal offense related to the subject matter of this solicitation.

☒ By checking this box I acknowledge that I am bound by the terms of the Proposer's Affidavit, have the legal authority to submit this Proposal on behalf of the Proposer, and that this electronic acknowledgment has the same legal effect, validity, and enforceability as if I had hand signed the Proposal. This signature will not be denied such legal effect, validity, or enforceability solely because an electronic signature or electronic record was used in its formation. - Dale Curtis, VP, Sales, Fonroche Lighting America

The Proposer declares that there is an actual or potential Conflict of Interest relating to the preparation of its submission, and/or the Proposer foresees an actual or potential Conflict of Interest in performing the obligations contemplated in the solicitation proposal.

☒ Yes ☐ No

The Bidder acknowledges and agrees that the addendum/addenda below form part of the Bid Document.

Check the box in the column "I have reviewed this addendum" below to acknowledge each of the addenda.

File Name	I have reviewed the below addendum and attachments (if applicable)	Pages
Addendum_7_Smart_Infrastructure_RFP041525 Fri April 4 2025 03:43 PM	☒	1
Addendum_6_Smart_Infrastructure_RFP041525 Tue April 1 2025 04:19 PM	☒	8
Addendum_5_Smart_Infrastructure_RFP041525 Thu March 27 2025 02:54 PM	☒	1
Addendum_4_Smart_Infrastructure_RFP041525 Wed March 26 2025 04:07 PM	☒	1
Addendum_3_Smart_Infrastructure_RFP041525 Tue March 25 2025 09:49 AM	☒	2
Addendum_2_Smart_Infrastructure_RFP041525 Tue March 18 2025 08:15 AM	☒	1
Addendum_1_Smart_Infrastructure_RFP041525 Wed March 12 2025 08:05 AM	☒	1

EXHIBIT "C"

CONTRACTOR'S PROPOSAL

Item	Description	Quantity	Unit Cost	Total
[T54-CK16B-4K-TBD] [P310F-3P]HW-MC Fixture Color: BK POLE: 25Ft. Round Tapered Pole-Anchor Base-1-4 FT Arm --Pole Color: BK	SmartLight Assembly with 936Wh-24V NiMH Battery, special extreme temperature (from -40 °F to +158 °F), 310W solar module with Top of Pole assembly and Intelligent management/control system. Provisioned for Single Fixture configuration. Single Essential (Formerly CK16B) Fixture 4K Color Temp.-Type TBD Fixture Color: BK - . System color is black. Mount: High wind and enhanced marine coating. 25Ft. Round Tapered Pole-Anchor Base-1-4 FT Arm --Pole Color is BK. 8 Year Warranty All Night Lighting 365 Days a Year - Full Battery Replacement Assumes No Shading Assumes little or no snow 10 Degrees Tilt 100% =28 Watts worst case conditions. T-PM: 5 hrs. @100% T-N (Balance of night) @80% T-AM: 1 hrs. @100%	6	\$5,077	\$30,462
Gateway	Fonroche Connect Gateway enables optional wireless networking and customer portal access. With long-range LoRA communication, you can connect one or more SmartLight Projects for monitoring and reporting. Communications included, NO MONTHLY FEES.	1	\$ 1,388	\$1,388
Labor	Delivery, handling, and installation	1	\$ 65,000	\$ 65,000
	Programming, Ship and Handling	1	\$3,862	\$3,862
TOTAL				\$100,712

**SOURCEWELL
STATE OF MINNESOTA**



Member Dahlberg moved the adoption of the following Resolution:

RESOLUTION TO APPROVE SOLICITATION AND/OR RE-SOLICITATION OF CATEGORIES

1/21/2025

Resolution No. 2025_01

WHEREAS, Sourcewell desires to issue a solicitation, and is seeking permission from the Board to issue a solicitation, for the categories listed on Appendix A, which is attached and incorporated.

WHEREAS, through the Sourcewell Procurement Policy, the Board designated the Chief Procurement Officer to administer Sourcewell's cooperative purchasing and contracting program; and

WHEREAS, the Chief Procurement Officer recommends approval of categories detailed above.

NOW THEREFORE BE IT RESOLVED that the Board of Directors hereby approves the solicitation of categories.

The motion for the adoption of the foregoing resolution was duly seconded by Member Kircher and the following voted in favor: (list names here)

Zylka, Nagel, Thiel, Barrows, Arts, Kircher, Kicker, Dahlberg
and the following voted against: (list names here or "NONE")

NONE

whereupon said resolution was declared duly passed and adopted.

ATTEST:

Signed by:
Linda Arts
0EE5785E1EAD4CE
Clerk to the Board of Directors

APPENDIX A

SOURCEWELL PROCUREMENT DEPARTMENT
BOARD ITEMS - January 2025
CONSENT
AGENDA ITEMS
Requesting Board permission to Solicit the following categories:

Water Collection and Control Products for Community Infrastructure

Smart Infrastructure Solutions, Outdoor Sensors and Related Products and Service:

Requesting Board permission to Re-Solicit the following categories:

Road Right-of-Way Maintenance Equipment

Indefinite Delivery Indefinite Quantity Construction - New Mexico

NEW CONTRACTS

Supplier Name	Contract Number	Solicitation Title
All Hands Fire Equipment, LLC	091924-ALH	"Body Armor with Related Accessories, Equipment and Services"
Atlantic Diving Supply, Inc.	091924-ADS	"Body Armor with Related Accessories, Equipment and Services"
Black Box Safety, Inc.	091924-BBS	"Body Armor with Related Accessories, Equipment and Services"
Galls, LLC	091924-GAL	"Body Armor with Related Accessories, Equipment and Services"
GH Armor Systems, Inc.	091924-GHA	"Body Armor with Related Accessories, Equipment and Services"
HighCom Armor Solutions, Inc.	091924-HCM	"Body Armor with Related Accessories, Equipment and Services"
U.S. Armor Corporation	091924-URM	"Body Armor with Related Accessories, Equipment and Services"
Accruent, LLC	102424-CAN	"Facility Assessment and Planning with Related Services"
ALPHA Facilities Solutions, LLC	102424-ALP	"Facility Assessment and Planning with Related Services"
Armstrong Torseth Skold and Rydeen, Inc.	102424-ATR	"Facility Assessment and Planning with Related Services"
FOS of CannonDesign	102424-FOS	"Facility Assessment and Planning with Related Services"
ICS Consulting, Inc.	102424-ICC	"Facility Assessment and Planning with Related Services"
McKinstry Essention, LLC	102424-MCK	"Facility Assessment and Planning with Related Services"
Roth IAMS, LLC	102424-RTH	"Facility Assessment and Planning with Related Services"
Terracon Consultants, Inc.	102424-TRC	"Facility Assessment and Planning with Related Services"
Tetra Tech, Inc.	102424-TTT	"Facility Assessment and Planning with Related Services"
The Gordian Group, Inc.	102424-GGI	"Facility Assessment and Planning with Related Services"
AutoZone Parts, Inc.	100124-AUZ	"Aftermarket Vehicle Parts and Supplies"
Genuine Parts Company dba NAPA Auto Parts	100124-GPC	"Aftermarket Vehicle Parts and Supplies"
Imperial Supplies, LLC	100124-IMP	"Aftermarket Vehicle Parts and Supplies"
O'Reilly Auto Enterprises, LLC	100124-ORA	"Aftermarket Vehicle Parts and Supplies"
PACCAR Parts	100124-PCP	"Aftermarket Vehicle Parts and Supplies"
Canon USA, Inc.	112124-CAN	"Copiers, Printers, and Multi-Function Devices with Related Supplies, Accessories and Services"
HP, Inc.	112124-HPC	"Copiers, Printers, and Multi-Function Devices with Related Supplies, Accessories and Services"
Konica Minolta Business Solutions U.S.A., Inc.	112124-KON	"Copiers, Printers, and Multi-Function Devices with Related Supplies, Accessories and Services"
Lexmark International, Inc.	112124-LEX	"Copiers, Printers, and Multi-Function Devices with Related Supplies, Accessories and Services"
Ricoh USA, Inc.	112124-RCH	"Copiers, Printers, and Multi-Function Devices with Related Supplies, Accessories and Services"
RISO, Inc.	112124-RSO	"Copiers, Printers, and Multi-Function Devices with Related Supplies, Accessories and Services"
Sharp Electronics Corporation	112124-SEC	"Copiers, Printers, and Multi-Function Devices with Related Supplies, Accessories and Services"
Toshiba America Business Solutions, Inc.	112124-TOS	"Copiers, Printers, and Multi-Function Devices with Related Supplies, Accessories and Services"
vCloud Tech, Inc.	112124-VCO	"Copiers, Printers, and Multi-Function Devices with Related Supplies, Accessories and Services"
Xerox Corporation	112124-XOX	"Copiers, Printers, and Multi-Function Devices with Related Supplies, Accessories and Services"
CONTRACT EXTENSIONS		
Supplier Name	Contract Number	Solicitation Title
General Motors	101520-GNL	"OEM Automotive Parts and Supplies"
Toter	041521-TOT	"Plastic Refuse and Recycling Containers with Related Technology Solutions"

CONSENT
AGENDA ITEMS

APPENDIX A Continued

AngelTrax	020221-IVS	"Fleet Management Technologies with Related Software Solutions"
Deere & Company	031121-DAC	"Grounds Maintenance Equipment, Attachments and Accessories with Related Services"
Toro	031121-TTC	"Grounds Maintenance Equipment, Attachments and Accessories with Related Services"
Facility Optimization Solutions	050421-FAC	"JOC or IQCC Program Management Consulting Services"
ALPHA Facilities	020421-ALP	"Facility Assessment and Planning with Related Services"
CNH Industrial America	110719-CNH	"Ag Tractors with Related Attachments, Accessories and Supplies"
Deere & Company	110719-JDC	"Ag Tractors with Related Attachments, Accessories and Supplies"
ChargePoint	042221-CPI	"Electric Vehicle Supply Equipment and Related Services"
FLO Services USA	042221-FLO	"Electric Vehicle Supply Equipment and Related Services"
Livingston Charge Port	042221-LIV	"Electric Vehicle Supply Equipment and Related Services"
Nuvve	042221-NUV	"Electric Vehicle Supply Equipment and Related Services"
SemaConnect	042221-SEM	"Electric Vehicle Supply Equipment and Related Services"
Morbark	031721-MBI	"Tree Maintenance Equipment, Attachments and Accessories"
NEW IDIQ CONTRACTS		
Company Name	Contract Number	Region - Type of Work
Brown & Root Industrial Services, LLC	KY-R1-GC-102924-KBR	Region 1-General Construction
Brown & Root Industrial Services, LLC	KY-R2-GC-102924-KBR	Region 2-General Construction
Brown & Root Industrial Services, LLC	KY-R3-GC-102924-KBR	Region 3-General Construction
CORE Construction Indiana, LLC	KY-R1-GC-102924-CCIL	Region 1-General Construction
Delta Services, LLC	KY-R1-E-102924-DSL	Region 1-Electrical
Delta Services, LLC	KY-R2-E-102924-DSL	Region 2-Electrical
Delta Services, LLC	KY-R3-E-102924-DSL	Region 3-Electrical
Eastern Corporation	KY-R1-RW-102924-EAST	Region 1-Roofing/Weatherproofing
Eastern Corporation	KY-R2-RW-102924-EAST	Region 2-Roofing/Weatherproofing
Eastern Corporation	KY-R3-RW-102924-EAST	Region 3-Roofing/Weatherproofing
F.H. Paschen, S.N. Nielsen & Associates, LLC	KY-R1-GC-102924-FHP	Region 1-General Construction
F.H. Paschen, S.N. Nielsen & Associates, LLC	KY-R2-GC-102924-FHP	Region 2-General Construction
F.H. Paschen, S.N. Nielsen & Associates, LLC	KY-R3-GC-102924-FHP	Region 3-General Construction
G.W.Day LLC, DBA; Superior Flooring	KY-R1-F-102924-SUP	Region 1-Flooring
G.W.Day LLC, DBA; Superior Flooring	KY-R2-F-102924-SUP	Region 2-Flooring
G.W.Day LLC, DBA; Superior Flooring	KY-R3-F-102924-SUP	Region 3-Flooring
Glenwood Electric, Inc.	KY-R2-E-102924-GLEN	Region 2-Electrical
Glenwood Electric, Inc.	KY-R3-E-102924-GLEN	Region 3-Electrical
Hall Contracting of Kentucky, Inc.	KY-R1-C-102924-HALL	Region 1-Concrete
Hall Contracting of Kentucky, Inc.	KY-R1-PAC-102924-HALL	Region 1-Paving Asphalt
Hall Contracting of Kentucky, Inc.	KY-R2-C-102924-HALL	Region 2-Concrete
Hall Contracting of Kentucky, Inc.	KY-R2-PAC-102924-HALL	Region 2-Paving Asphalt
Johnson-Laux Construction, LLC	KY-R1-GC-102924-JLC	Region 1-General Construction
Johnson-Laux Construction, LLC	KY-R2-GC-102924-JLC	Region 2-General Construction
Johnson-Laux Construction, LLC	KY-R3-GC-102924-JLC	Region 3-General Construction
Libs Paving Company, Inc.	KY-R2-PAC-102924-LIBS	Region 2-Paving Asphalt
Lusk Mechanical Contractors, Inc.	KY-R1-E-102924-LMC	Region 1-Electrical
Lusk Mechanical Contractors, Inc.	KY-R1-HVAC-102924-LMC	Region 1-HVAC/Mechanical
Lusk Mechanical Contractors, Inc.	KY-R2-E-102924-LMC	Region 2-Electrical
Lusk Mechanical Contractors, Inc.	KY-R2-HVAC-102924-LMC	Region 2-HVAC/Mechanical
Lusk Mechanical Contractors, Inc.	KY-R3-E-102924-LMC	Region 3-Electrical
Lusk Mechanical Contractors, Inc.	KY-R3-HVAC-102924-LMC	Region 3-HVAC/Mechanical
McDaniel's Construction Corp., Inc.	KY-R2-GC-102924-MCC	Region 2-General Construction
McDaniel's Construction Corp., Inc.	KY-R3-GC-102924-MCC	Region 3-General Construction
Osprey Management, LLC	KY-R1-GC-102924-OML	Region 1-General Construction
Osprey Management, LLC	KY-R2-GC-102924-OML	Region 2-General Construction
Osprey Management, LLC	KY-R3-GC-102924-OML	Region 3-General Construction
Prodigy Building Solutions, LLC	KY-R1-RW-102924-PBS	Region 1-Roofing/Weatherproofing
Prodigy Building Solutions, LLC	KY-R2-RW-102924-PBS	Region 2-Roofing/Weatherproofing
Prodigy Building Solutions, LLC	KY-R3-RW-102924-PBS	Region 3-Roofing/Weatherproofing
Ward Humphrey, Inc.	GA-ST-043024-WHI	Statewide-General Construction
Prime Contractors, Inc.	GA-ST-043024-PCI	Statewide-General Construction
Bayne Development Group	GA-ST-043024-BDG	Statewide-General Construction
F.H. Paschen, S.N. Nielsen & Associates, LLC	GA-ST-043024-FHP	Statewide-General Construction
Bent Pine Construction Co.	GA-ST-043024-BPCC	Statewide-General Construction
Johnson-Laux Construction, LLC	GA-ST-043024-JLC	Statewide-General Construction
Greene & Burdette Property Management, LLC	GA-ST-043024-GBP	Statewide-General Construction

APPENDIX A Continued

Jewel of the South	GA-ST-043024-JOS	Statewide-General Construction
JOC Construction	GA-ST-043024-LRI	Statewide-General Construction
Osprey Management, LLC	GA-ST-043024-OML	Statewide-General Construction
Darsey Construction, LLC	GA-ST-043024-DAR	Statewide-General Construction
The Polote Corporation	GA-ST-043024-TPC	Statewide-General Construction
Frazier Service Co, Inc.	GA-ST-043024-FSCI	Statewide-General Construction
Mahogany Interiors, LLC	GA-ST-043024-MIL	Statewide-General Construction
Albion General Contractors, Inc.	GA-ST-043024-ALB	Statewide-General Construction
Barrett Contracting Group, LLC	GA-ST-043024-BAR	Statewide-General Construction
IDIQ CONTRACT EXTENSIONS		
Company Name	Contract Number	
ABM Building Solutions, LLC	CA-R3-HVAC-101723-ABL	
ABM Building Solutions, LLC	CA-R4-HVAC-101723-ABL	
ABM Building Solutions, LLC	CA-R5-HVAC-101723-ABL	
ABM Building Solutions, LLC	CA-R6-HVAC-101723-ABL	
ABM Building Solutions, LLC	CA-R8-HVAC-101723-ABL	
ABM Building Solutions, LLC	CA-R9-HVAC-101723-ABL	
ABM Electrical & Lighting Solutions, Inc.	CA-R3-E-101723-AEL	
ABM Electrical & Lighting Solutions, Inc.	CA-R4-E-101723-AEL	
ABM Electrical & Lighting Solutions, Inc.	CA-R5-E-101723-AEL	
ABM Electrical & Lighting Solutions, Inc.	CA-R6-E-101723-AEL	
ABM Electrical & Lighting Solutions, Inc.	CA-R8-E-101723-AEL	
ABM Electrical & Lighting Solutions, Inc.	CA-R9-E-101723-AEL	
ACCO Engineered Systems, Inc.	CA-R1-HVAC-101723-AES	
ACCO Engineered Systems, Inc.	CA-R10-HVAC-101723-AES	
ACCO Engineered Systems, Inc.	CA-R2-HVAC-101723-AES	
ACCO Engineered Systems, Inc.	CA-R3-HVAC-101723-AES	
ACCO Engineered Systems, Inc.	CA-R7-HVAC-101723-AES	
ACCO Engineered Systems, Inc.	CA-R8-HVAC-101723-AES	
ACCO Engineered Systems, Inc.	CA-R8-PLUM-101723-AES	
ACCO Engineered Systems, Inc.	CA-R8-SS-101723-AES	
ACCO Engineered Systems, Inc.	CA-R9-HVAC-101723-AES	
ACCO Engineered Systems, Inc.	CA-R9-PLUM-101723-AES	
Accurate Construction Company, Inc.	CA-R8-GB-101723-ACC	
Alco Building Solutions	CA-R1-GB-101723-ABU	
Alco Building Solutions	CA-R1-E-101723-ABU	
Alco Building Solutions	CA-R10-GB-101723-ABU	
Alco Building Solutions	CA-R10-E-101723-ABU	
Alco Building Solutions	CA-R2-GB-101723-ABU	
Alco Building Solutions	CA-R2-E-101723-ABU	
Alco Building Solutions	CA-R3-GB-101723-ABU	
Alco Building Solutions	CA-R3-E-101723-ABU	
Alco Building Solutions	CA-R4-GB-101723-ABU	
Alco Building Solutions	CA-R4-E-101723-ABU	
Alco Building Solutions	CA-R5-E-101723-ABU	
Alco Building Solutions	CA-R7-E-101723-ABU	
Alco Building Solutions	CA-R8-GB-101723-ABU	
Alco Building Solutions	CA-R8-E-101723-ABU	
Alco Building Solutions	CA-R9-S-101723-ABU	
All Source Company Building Group fka All Source Tile, Inc.	CA-R9-GB-101723-ASC	
All Source Company Building Group fka All Source Coatings, Inc.	CA-R9-P-101723-ASC	
All Source Company Building Group fka All Source Tile, Inc.	CA-R9-F-101723-ALS	
AME Builders, Inc.	CA-R8-RW-101723-ABI	
AMTEK Construction	CA-R8-E-101723-ATK	
Angeles Contractor, Inc.	CA-R4-GB-101723-ACI	
Angeles Contractor, Inc.	CA-R5-RW-101723-ACI	
Angeles Contractor, Inc.	CA-R6-GB-101723-ACI	
Angeles Contractor, Inc.	CA-R6-E-101723-ACI	
Angeles Contractor, Inc.	CA-R6-RW-101723-ACI	
Angeles Contractor, Inc.	CA-R7-E-101723-ACI	
Angeles Contractor, Inc.	CA-R7-RW-101723-ACI	
Angeles Contractor, Inc.	CA-R7-F-101723-ACI	
Angeles Contractor, Inc.	CA-R8-GB-101723-ACI	
Angeles Contractor, Inc.	CA-R8-E-101723-ACI	

APPENDIX A Continued

Angeles Contractor, Inc.	CA-R8-RW-101723-ACI	
Angeles Contractor, Inc.	CA-R8-F-101723-ACI	
Angeles Contractor, Inc.	CA-R9-E-101723-ACI	
Angeles Contractor, Inc.	CA-R9-RW-101723-ACI	
Angeles Contractor, Inc.	CA-R9-F-101723-ACI	
Angeles Contractor, Inc.	CA-R4-PAV-101723-ACI	
Angeles Contractor, Inc.	CA-R6-PAV-101723-ACI	
Angeles Contractor, Inc.	CA-R7-PAV-101723-ACI	
Angeles Contractor, Inc.	CA-R8-PAV-101723-ACI	
Angeles Contractor, Inc.	CA-R9-PAV-101723-ACI	
Ausonio, Inc.	CA-R6-GB-101723-AUS	
California Coast Carpet & Flooring	CA-R8-F-101723-CCF	
CORE West, Inc.	CA-R1-GB-101723-CRW	
CORE West, Inc.	CA-R10-GB-101723-CRW	
CORE West, Inc.	CA-R2-GB-101723-CRW	
CORE West, Inc.	CA-R3-GB-101723-CRW	
CORE West, Inc.	CA-R4-GB-101723-CRW	
CORE West, Inc.	CA-R5-GB-101723-CRW	
CORE West, Inc.	CA-R8-GB-101723-CRW	
CORE West, Inc.	CA-R9-GB-101723-CRW	
Dewberry Design Builders	CA-R8-GB-101723-DDB	
Durham Construction Company, Inc.	CA-R5-GB-101723-DCC	
Elegant Construction, Inc.	CA-R8-GB-101723-ECI	
Express Energy Services, Inc.	CA-R10-E-101723-EES	
Express Energy Services, Inc.	CA-R7-E-101723-EES	
Express Energy Services, Inc.	CA-R8-E-101723-EES	
Express Energy Services, Inc.	CA-R9-E-101723-EES	
Grondin Construction, Inc.	CA-R8-GB-101723-GCI	
Grondin Construction, Inc.	CA-R8-P-101723-GCI	
Grondin Construction, Inc.	CA-R9-GB-101723-GCI	
Grondin Construction, Inc.	CA-R9-P-101723-GCI	
Harry H. Joh Construction, Inc.	CA-R7-GB-101723-HJC	
Harry H. Joh Construction, Inc.	CA-R7-E-101723-HJC	
Harry H. Joh Construction, Inc.	CA-R7-HVAC-101723-HJC	
Harry H. Joh Construction, Inc.	CA-R7-P-101723-HJC	
Harry H. Joh Construction, Inc.	CA-R8-GB-101723-HJC	
Harry H. Joh Construction, Inc.	CA-R8-E-101723-HJC	
Harry H. Joh Construction, Inc.	CA-R8-HVAC-101723-HJC	
Harry H. Joh Construction, Inc.	CA-R8-P-101723-HJC	
Harry H. Joh Construction, Inc.	CA-R9-GB-101723-HJC	
Harry H. Joh Construction, Inc.	CA-R9-E-101723-HJC	
Harry H. Joh Construction, Inc.	CA-R9-HVAC-101723-HJC	
Horizons Construction Co. Int'l, Inc.	CA-R5-PAV-101723-HRZ	
Horizons Construction Co. Int'l, Inc.	CA-R6-PAV-101723-HRZ	
Horizons Construction Co. Int'l, Inc.	CA-R7-PAV-101723-HRZ	
Horizons Construction Co. Int'l, Inc.	CA-R8-PAV-101723-HRZ	
Horizons Construction Co. Int'l, Inc.	CA-R9-PAV-101723-HRZ	
Horizons Construction Co. Int'l, Inc.	CA-R10-P-101723-HRZ	
Horizons Construction Co. Int'l, Inc.	CA-R7-F-101723-HRZ	
Horizons Construction Co. Int'l, Inc.	CA-R7-P-101723-HRZ	
Horizons Construction Co. Int'l, Inc.	CA-R8-GB-101723-HRZ	
Horizons Construction Co. Int'l, Inc.	CA-R8-F-101723-HRZ	
Horizons Construction Co. Int'l, Inc.	CA-R8-P-101723-HRZ	
Horizons Construction Co. Int'l, Inc.	CA-R8-PLUM-101723-HRZ	
Horizons Construction Co. Int'l, Inc.	CA-R9-GB-101723-HRZ	
Horizons Construction Co. Int'l, Inc.	CA-R9-F-101723-HRZ	
Horizons Construction Co. Int'l, Inc.	CA-R9-PLUM-101723-HRZ	
J G Contracting	CA-R5-GB-101723-JGC	
J G Contracting	CA-R6-GB-101723-JGC	
J G Contracting	CA-R7-GB-101723-JGC	
J G Contracting	CA-R7-PAV-101723-JGC	
LDco., Inc.	CA-R8-GB-101723-LDC	
LDco., Inc.	CA-R8-P-101723-LDC	
LDco., Inc.	CA-R9-GB-101723-LDC	
Mackone Development, Inc.	CA-R8-GB-101723-MDI	
MDJ Management, LLC	CA-R7-GB-101723-MDJ	
MDJ Management, LLC	CA-R8-GB-101723-MDJ	

APPENDIX A Continued

Mesa Energy Systems	CA-R10-HVAC-101723-MSA	
Mesa Energy Systems	CA-R5-HVAC-101723-MSA	
Mesa Energy Systems	CA-R7-HVAC-101723-MSA	
Mesa Energy Systems	CA-R8-HVAC-101723-MSA	
Mesa Energy Systems	CA-R9-HVAC-101723-MSA	
MIK Construction Inc.	CA-R4-GB-101723-MIK	
MIK Construction Inc.	CA-R8-GB-101723-MIK	
Newton Construction & Management, Inc.	CA-R5-GB-101723-NCM	
Newton Construction & Management, Inc.	CA-R6-GB-101723-NCM	
Newton Construction & Management, Inc.	CA-R7-GB-101723-NCM	
Pacific Building Group	CA-R9-GB-101723-PBG	
QUINCON, INC.	CA-R10-GB-101723-QUI	
QUINCON, INC.	CA-R4-GB-101723-QUI	
QUINCON, INC.	CA-R5-GB-101723-QUI	
QUINCON, INC.	CA-R6-GB-101723-QUI	
QUINCON, INC.	CA-R7-GB-101723-QUI	
QUINCON, INC.	CA-R8-GB-101723-QUI	
Rite-Way Roof Corporation	CA-R7-RW-101723-RWR	
Rite-Way Roof Corporation	CA-R8-RW-101723-RWR	
Rite-Way Roof Corporation	CA-R9-RW-101723-RWR	
SJD&B, Inc.	CA-R7-RW-101723-SJD	
SJD&B, Inc.	CA-R8-GB-101723-SJD	
SJD&B, Inc.	CA-R8-PAV-101723-SJD	
SJD&B, Inc.	CA-R8-RW-101723-SJD	
Staples Construction Company	CA-R4-GB-101723-STA	
Vincor Construction, Inc.	CA-R8-GB-101723-VCI	
Vincor Construction, Inc.	CA-R9-GB-101723-VCI	
Vortex Construction	CA-R10-GB-101723-VTX	
Vortex Construction	CA-R10-RW-101723-VTX	
Vortex Construction	CA-R5-GB-101723-VTX	
Vortex Construction	CA-R5-RW-101723-VTX	
Vortex Construction	CA-R6-GB-101723-VTX	
Vortex Construction	CA-R6-RW-101723-VTX	
Vortex Construction	CA-R7-GB-101723-VTX	
Vortex Construction	CA-R7-RW-101723-VTX	
Vortex Construction	CA-R8-RW-101723-VTX	
Wildscape Restoration Inc., dba Urban Greening	CA-R7-L-101723-WLD	
World Wide Construction	CA-R8-GB-101723-WWC	
Wyatt Trapp, Inc.	CA-R8-GB-101723-WYT	
J & H Engineering General Contractors, Inc.	CA-R7-PAV-101723-JHE	
North Star Construction & Engineering, Inc.	CA-R3-PAV-101723-NSC	
Terra West Construction, Inc.	CA-R5-PAV-101723-TWC	

**SOURCEWELL
STATE OF MINNESOTA**



Member Nagel moved the adoption of the following Resolution:

RESOLUTION TO RATIFY COOPERATIVE CONTRACTING AWARDS

8/19/2025

Resolution No. 2025_27

WHEREAS, the Sourcewell Board of Directors previously authorized the solicitations for the cooperative categories listed on Appendix A, which is attached and incorporated; and

WHEREAS, Sourcewell issued the cooperative contracting solicitations for the authorized categories; and

WHEREAS, through the Sourcewell Procurement Policy, the Board designated the Chief Procurement Officer to administer Sourcewell's cooperative purchasing and contracting program and to award all competitively solicited contracts, without limitation; and

WHEREAS, the Chief Procurement Officer made the awards listed based on the results of the competitive solicitation process; and

WHEREAS, the Board acknowledges that the awards made by the Chief Procurement Officer are valid and binding; however, based upon some members' legal requirements the Chief Procurement Official is required to seek subsequent Board ratification of all cooperative purchasing awards.

NOW THEREFORE BE IT RESOLVED by the Board of Directors ratifies the cooperative contracting awards made by the Chief Procurement Officer listed on Appendix A.

The motion for the adoption of the foregoing resolution was duly seconded by Member Barrows and the following voted in favor: (list names here)

Zylka, Thiel, Kircher, Dahlberg, Kicker, and Pfeiffer
and the following voted against: (list names here or "NONE")

NONE

whereupon said resolution was declared duly passed and adopted.

ATTEST:

DocuSigned by:

Sara Nagel

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Clerk to the Board of Directors

APPENDIX A

SOURCEWELL PROCUREMENT DEPARTMENT

BOARD ITEMS - August 19, 2025

CONSENT AGENDA ITEMS	Requesting Board permission to Solicit the following categories:		
	Street Sweeping, Sewer Jetting, Hydro-Excavation and Related Public Works as a Service		
	Requesting Board permission to Re-Solicit the following categories:		
	Public Safety Training and Simulation Equipment and Technology		
	Virtual Physical Health Products and Related Services		
CONSENT AGENDA ITEMS	Express Courier and Ground Delivery Logistics Services		
	Indefinite Delivery Indefinite Quantity Construction - State of Minnesota		
	NEW CONTRACTS		
	Supplier Name	Contract Number	Solicitation Title
	CXT, Inc.	052725-CXT	Restroom and Shower Facility Solutions
	McGrath RentCorp dba Mobile Modular Management Corp.	052725-MMR	Restroom and Shower Facility Solutions
	Public Restroom Company	052725-PRM	Restroom and Shower Facility Solutions
	Romtec, Inc.	052725-RMT	Restroom and Shower Facility Solutions
	22nd Century Technologies, Inc.	030425-CEN	Public Safety Software
	365Labs, LLC	030425-365L	Public Safety Software
	3AM Innovations, Inc.	030425-3AM	Public Safety Software
	Bryx, Inc.	030425-BRYX	Public Safety Software
	Carbyne, Inc.	030425-CRBN	Public Safety Software
	CentralSquare Technologies, LLC	030425-CNSQ	Public Safety Software
	Codex Corporation	030425-CDX	Public Safety Software
	Compusult Systems, Inc.	030425-CMPS	Public Safety Software
	Deccan International	030425-DEC	Public Safety Software
	Echo Data Analytics, LLC	030425-EDA	Public Safety Software
	Emergent Health Care Solutions, LLC	030425-EMR	Public Safety Software
	Envisage Technologies, LLC	030425-ENV	Public Safety Software
	ESO Solutions, Inc.	030425-ESO	Public Safety Software
	Executive Information Services, Inc. (EIS)	030425-EIS	Public Safety Software
	Genasys, Inc.	030425-GYS	Public Safety Software
	Geo-Comm, Inc.	030425-GEOC	Public Safety Software
	Governmentjobs.com Inc. dba PowerDMS, Inc.	030425-PDMS	Public Safety Software
	ImageTrend, LLC	030425-IMG	Public Safety Software
	Indigitech Software, Inc.	030425-INDG	Public Safety Software
	International Public Safety Data Institute	030425-IPSDI	Public Safety Software
	Locality Media, Inc.	030425-LME	Public Safety Software
	Mark43, Inc.	030425-MR43	Public Safety Software
	MIDL Technology, Inc.	030425-MIDL	Public Safety Software
	Miovison Technologies US, LLC	030425-MIO	Public Safety Software
	Motorla Solutions, Inc.	030425-MOT	Public Safety Software
	Navjoy Consulting Services, Inc.	030425-NAV	Public Safety Software
	NEWCOM Wireless Services, LLC	030425-NEWCM	Public Safety Software
	Off Duty Management, Inc.	030425-OFF	Public Safety Software
	Quicket Solutions, Inc.	030425-QKT	Public Safety Software
	SaferWatch, LLC	030425-SFRW	Public Safety Software
	Saltus Technologies, LLC	030425-SLTS	Public Safety Software
	SmartCOP, Inc.	030425-SMT	Public Safety Software
	Sound Thinking, Inc.	030425-SND	Public Safety Software
	Station Automation, Inc. dba PSTrax	030425-SAU	Public Safety Software
	Strategic Communications, LLC	030425-STRC	Public Safety Software
	TBL Systems, Inc.	030425-TBL	Public Safety Software
	TD Synnex Corporation	030425-SYN	Public Safety Software
	TXAT, LLC	030425-TXAT	Public Safety Software
	VIDIZMO, LLC	030425-VIDIZ	Public Safety Software
	Automated Protection Systems, Inc. dba APS Firehouse Alerting	020625-APS	Public Safety Communications Technology and Hardware Solutions
	BK Technologies, Inc.	020625-BKT	Public Safety Communications Technology and Hardware Solutions
	Bosch Security Systems, LLC	020625-BOS	Public Safety Communications Technology and Hardware Solutions
	BRINC Drones, Inc.	020625-BRNC	Public Safety Communications Technology and Hardware Solutions
	E.F. Johnson Company	020625-EFJ	Public Safety Communications Technology and Hardware Solutions

APPENDIX A Continued

Eastern Communications Ltd., LLC	020625-EAC	Public Safety Communications Technology and Hardware Solutions
Icom America, Inc.	020625-ICM	Public Safety Communications Technology and Hardware Solutions
Incident Communications Solutions, LLC dba PEAKE	020625-PEAK	Public Safety Communications Technology and Hardware Solutions
IP Access International, LLC	020625-IAC	Public Safety Communications Technology and Hardware Solutions
L3Harris Technologies, Inc.	020625-L3H	Public Safety Communications Technology and Hardware Solutions
Motorola Solutions, Inc.	020625-MOT	Public Safety Communications Technology and Hardware Solutions
PURVIS Systems Incorporated	020625-PUR	Public Safety Communications Technology and Hardware Solutions
RadioMobile, Inc.	020625-RDO	Public Safety Communications Technology and Hardware Solutions
Rescue 42, Inc.	020625-R42	Public Safety Communications Technology and Hardware Solutions
Tait North America, Inc. dba Tait Communications	020625-TAIT	Public Safety Communications Technology and Hardware Solutions
Tessco Incorporated	020625-TESS	Public Safety Communications Technology and Hardware Solutions
Westnet, LLC	020625-WNT	Public Safety Communications Technology and Hardware Solutions
Zetron, Inc.	020625-ZET	Public Safety Communications Technology and Hardware Solutions
Openlane Technology Corporation dba RoadFlex	030625-RDFX	Fleet Payment Solutions with Related Services
US Bank National Association	030625-USB	Fleet Payment Solutions with Related Services
WEX Bank	030625-WEX	Fleet Payment Solutions with Related Services
ATS Traffic Ltd.	041525-ATST	Smart Infrastructure Solutions, Outdoor Sensors, And Related Products and Services
Clovity, Inc.	041525-CLVY	Smart Infrastructure Solutions, Outdoor Sensors, And Related Products and Services
Cooper Lighting, LLC	041525-CPL	Smart Infrastructure Solutions, Outdoor Sensors, And Related Products and Services
Dimonoff, Inc.	041525-DIMN	Smart Infrastructure Solutions, Outdoor Sensors, And Related Products and Services
EVReady, LLC	041525-EVRY	Smart Infrastructure Solutions, Outdoor Sensors, And Related Products and Services
Fonroche Lighting America	041525-FNR	Smart Infrastructure Solutions, Outdoor Sensors, And Related Products and Services
ITS Plus, Inc.	041525-ITS	Smart Infrastructure Solutions, Outdoor Sensors, And Related Products and Services
NTT America, Inc.	041525-NTTA	Smart Infrastructure Solutions, Outdoor Sensors, And Related Products and Services
Outdoorlink Inc.	041525-OUTD	Smart Infrastructure Solutions, Outdoor Sensors, And Related Products and Services
Pi Variables, Inc. dba Pi-Lit	041525-PIV	Smart Infrastructure Solutions, Outdoor Sensors, And Related Products and Services
Prima Venture and Partners, LLC dba nureal.ai	041525-NURL	Smart Infrastructure Solutions, Outdoor Sensors, And Related Products and Services
Senzary, LLC	041525-SENZ	Smart Infrastructure Solutions, Outdoor Sensors, And Related Products and Services
Signify North America Corporation	041525-SINF	Smart Infrastructure Solutions, Outdoor Sensors, And Related Products and Services
TALOSYS, Inc.	041525-TALO	Smart Infrastructure Solutions, Outdoor Sensors, And Related Products and Services
DMT Solutions Global Corporation dba BlueCrest	070125-BLCR	Mailing and Postage Equipment and Technology
Pitney Bowes, Inc.	070125-PIT	Mailing and Postage Equipment and Technology
Quadient, Inc.	070125-QDT	Mailing and Postage Equipment and Technology
AssetGenie, Inc.	062625-ASTG	Mobile and Self-Propelled Power Storage Equipment with Related Attachments
DD DANNAR, Inc.	062625-DDD	Mobile and Self-Propelled Power Storage Equipment with Related Attachments
McGrath RentCorp dba Mobile Modular Management Corp.	062625-MMR	Mobile and Self-Propelled Power Storage Equipment with Related Attachments

APPENDIX A Continued

Nomad Transportable Power Systems, Inc.	062625-NOMD	Mobile and Self-Propelled Power Storage Equipment with Related Attachments
Xos Fleet, Inc. dba Xos Trucks	062625-XOS	Mobile and Self-Propelled Power Storage Equipment with Related Attachments
CONTRACT EXTENSIONS		
Supplier Name	Contract Number	Solicitation Title
Altoz	070821-ATZ	Road Right-of-Way Maintenance Equipment
FINN	070821-FNN	Road Right-of-Way Maintenance Equipment
Lexipol	011822-LXP	Public Safety Training and Simulation Equipment and Technology
NEW IDIQ CONTRACTS		
Company Name	Contract Number	Region - Type of Work
None		
IDIQ CONTRACT EXTENSIONS		
Company Name	Contract Number	
Adrian L. Merton, Inc.	VA-R1-HVAC-072023-ALM	
Centennial Contractors Enterprises, Inc.	VA-R1-GC-072023-CCE	
Centennial Contractors Enterprises, Inc.	VA-R3-GC-072023-CCE	
Centennial Contractors Enterprises, Inc.	VA-R4-GC-072023-CCE	
F.H. Paschen, S.N. Nielsen & Associates, LLC	VA-R2-GC-072023-FHP	
General & Mechanical Services	VA-R1-HVAC-072023-GMS	
Johnson-Laux Construction, LLC	VA-R2-GC-072023-JLC	
Johnson-Laux Construction, LLC	VA-R3-GC-072023-JLC	
Nichols Contracting, Inc.	VA-R1-GC-072023-NIC	
Nichols Contracting, Inc.	VA-R4-GC-072023-NIC	
Paige Industrial Services, Inc.	VA-R1-E-072023-PAI	
Paige Industrial Services, Inc.	VA-R3-E-072023-PAI	
Paige Industrial Services, Inc.	VA-R4-E-072023-PAI	
Paige Industrial Services, Inc.	VA-R4-GC-072023-PAI	
Paige Industrial Services, Inc.	VA-R3-GC-072023-PAI	
S-Works Construction Corporation	VA-R1-GC-072023-SWC	
S-Works Construction Corporation	VA-R2-GC-072023-SWC	
S-Works Construction Corporation	VA-R3-GC-072023-SWC	
S-Works Construction Corporation	VA-R4-GC-072023-SWC	
The Matthews Group	VA-R1-GC-072023-TMG	
The Matthews Group	VA-R3-GC-072023-TMG	
The Matthews Group	VA-R4-GC-072023-TMG	
Vigil Contracting, Inc.	VA-R1-GC-072023-VGL	



RFP #041525
REQUEST FOR PROPOSALS
for
Smart Infrastructure Solutions, Outdoor Sensors,
and Related Products and Services

Proposal Due Date: April 15, 4:30 p.m., Central Time

Sourcewell, a State of Minnesota local government unit and service cooperative, is requesting proposals for Smart Infrastructure Solutions, Outdoor Sensors, and Related Products and Services to result in a procurement solution for use by its Participating Entities. Sourcewell Participating Entities include thousands of governmental, higher education, K-12 education, nonprofit, tribal government, and other public agencies located in the United States and Canada. A full copy of the Request for Proposals can be found on the Sourcewell Procurement Portal [<https://portal.sourcewell-mn.gov>]. Only proposals submitted through the Sourcewell Procurement Portal will be considered. Proposals are due no later than April 15, 2025, at 4:30 p.m. Central Time, and late proposals will not be considered.

SOLICITATION SCHEDULE

Public Notice of RFP Published:	February 25, 2025
Pre-proposal Conference:	March 20, 2025, 10:00 a.m., Central Time
Question Submission Deadline:	April 7, 2025, 4:30 p.m., Central Time
Proposal Due Date:	April 15, 2025, 4:30 p.m., Central Time Late responses will not be considered.
Opening:	April 15, 2025, 4:30 p.m., Central Time See RFP Section V.G. "Opening"

I. ABOUT SOURCEWELL

A. SOURCEWELL

Sourcewell is a State of Minnesota local government unit and service cooperative created under the laws of the State of Minnesota (Minnesota Statutes Section 123A.21) that facilitates a competitive public solicitation and master agreement award process for the benefit of its 50,000+ participating entities across the United States and Canada. Sourcewell's solicitation process complies with State of Minnesota law and policies, conforms to Canadian trade agreements (including Canadian Free Trade Agreement, Ontario-Quebec Trade and Cooperation Agreement, and Canada-European Union Comprehensive Economic and Trade Agreement, as applicable), and results in cooperative purchasing solutions from which Sourcewell's Participating Entities procure equipment, products, and services.

Cooperative purchasing provides participating entities and suppliers increased administrative efficiencies and the power of combined purchasing volume that result in overall cost savings. At times, Sourcewell also partners with other purchasing cooperatives to combine the purchasing volume of their membership into a single solicitation and master agreement expanding the reach of awarded suppliers' potential pool of end users.

Sourcewell uses a website-based platform, the Sourcewell Procurement Portal, through which all proposals to this RFP must be submitted.

B. USE OF RESULTING MASTER AGREEMENTS

In the United States, Sourcewell's master agreements are available for use by:

- Federal and state government entities;
- Cities, towns, and counties/parishes;
- Education service cooperatives;
- K-12 and higher education entities;
- Tribal government entities;
- Some nonprofit entities; and
- Other public entities.

In Canada, Sourcewell's master agreements are available for use by current and future members including:

- Federal, provincial, and territorial government departments, ministries, agencies, boards, councils, committees, commissions, and similar agencies;
- Indigenous self-governing bodies;
- Regional, local, district, and other forms of municipal government, municipal organizations, school boards, and publicly funded academic, health, and social service entities referred to as MASH sector (this should be construed to include but not be

limited to the cities of Calgary, Edmonton, Toronto, Ottawa, and Winnipeg), as well as any corporation or entity owned or controlled by one or more of the preceding entities;

- Crown corporations, government enterprises, and other entities that are owned or controlled by these entities through ownership interest; and
- Canoe procurement group of Canada's current and future members. Canoe members include:
 - Federal, provincial and territorial government departments, ministries, agencies, boards, councils, committees, commissions, and similar agencies;
 - Crown corporations, government enterprises, and other entities that are owned or controlled by these entities through ownership interest;
 - Indigenous self-governing bodies;
 - Airport authorities;
 - Regional, local, district, and other forms of municipal government, municipal organizations, school boards, and publicly funded academic, health, and social service entities referred to as MASH sector (this should be construed to include but not be limited to the cities of Calgary, Edmonton, Toronto, Ottawa, and Winnipeg), as well as any corporation or entity owned or controlled by one or more of the preceding entities; and
 - Canoe procurement group of Canada's current and future partner associations, including Saskatchewan Association of Rural Municipalities, Association of Manitoba Municipalities, Local Authorities Services/Association of Municipalities Ontario, Nova Scotia Federation of Municipalities, Federation of Prince Edward Island Municipalities, Municipalities Newfoundland Labrador, Union of New Brunswick Municipalities, Northwest Territories Association of Communities, Association of Yukon Communities, CivicInfo BC, Association and their current and future members.

For a listing of current United States and Canadian Participating Entities visit Sourcewell's website (note: there is a tab for each country): <https://www.sourcewell-mn.gov/sourcewell-for-vendors/agency-locator>.

Participating Entities typically access master agreements for equipment, products, or services through a purchase order issued directly to the awarded supplier. A Participating Entity may request additional terms or conditions related to a purchase. Use of Sourcewell master agreements is voluntary and Participating Entities retain the right to obtain similar equipment, products, or services from other sources.

To meet Participating Entities' needs, Sourcewell broadly publishes public notice of all solicitation opportunities, including this RFP. In addition, where applicable, other purchasing cooperatives and procurement officials receive notice and are encouraged to re-post the solicitation opportunity.

Proof of publication will be available at the conclusion of the solicitation process.

C. INTERGOVERNMENTAL SUPPORT AGREEMENTS

Pursuant to 10 U.S.C. § 2679, United States Department of Defense authorized installations may access Sourcewell's awarded cooperative purchasing master agreements through an Intergovernmental Support Agreement with Sourcewell. All transactions completed through this Intergovernmental Support program are directly facilitated by Sourcewell and may be subject to additional terms and conditions.

II. SOLICITATION DETAILS

A. SOLUTIONS-BASED SOLICITATION

This RFP and contract award process is a solutions-based solicitation; meaning that Sourcewell is seeking equipment, products, or services that meet the general requirements of the scope of this RFP and are commonly desired or are required by law or industry standards.

B. REQUESTED EQUIPMENT, PRODUCTS, OR SERVICES

It is expected that proposers will offer a wide array of equipment, products, or services at lower prices and with better value than what they would ordinarily offer to a single government entity, school district, or regional cooperative.

Sourcewell is seeking solutions for Smart Infrastructure Solutions, Outdoor Sensors, and Related Products and Services. The solutions should provide comprehensive capabilities to support diverse use cases such as environmental monitoring, public safety, traffic management, and energy efficiency, and include, but not limited to:

1. Outdoor sensors or advanced sensor-integrated luminaires capable of detecting, including but not limited to:
 - a. Air quality parameters;
 - b. Lighting levels and energy usage;
 - c. Noise levels, including gunshot and anomaly detection;
 - d. Pedestrian and vehicle movement and presence; and,
 - e. Weather conditions.
2. Physical assets, poles, and mounting structures to support connected smart infrastructure systems.
3. Network components, gateways, controllers, communication modules, or specialized platforms necessary for connectivity, remote control, monitoring, data collection, and management of smart infrastructure systems and sensors.
4. Integration or turnkey services directly related to 1. – 3. above, including deployment, integration as a service (IaaS), configuration, training, support, centralized data collection, and integration with existing smart city systems. Optional components may include Vehicle-to-Everything (V2X) capabilities for real-time communication with vehicles to enhance traffic flow, safety, and support autonomous systems.

Sourcewell is seeking market-ready solutions for outdoor applications. Proposers may offer software development **ONLY** as a supplemental service that supports and enhances the proven, market-ready solutions.

This solicitation does not include those equipment, products, or services covered under categories included in pending or planned Sourcewell solicitations, or in contracts currently maintained by Sourcewell, identified below:

1. Parking Management Systems with Related Equipment, Supplies, and Services (RFP #080321) except for those complementary and directly related to solutions 1. – 4. above.
2. Facility MRO, Industrial, and Building-Related Supplies and Equipment (RFP #091422).
3. Scoreboards, Digital Displays, and Video Boards with Related Services (RFP #030223) except for those complementary and directly related to solutions 1. – 4. above.
4. Sports Lighting Solutions with Related Technology, Equipment, and Services (RFP #041123) except for those complementary and directly related to solutions 1. – 4. above.
5. Public Safety Video Surveillance Solutions with Related Equipment, Software and Accessories (RFP #101223) except for those complementary and directly related to solutions 1. – 4. above.
6. Curb Management Technologies with Related Services (RFP #120423) except for those complementary and directly related to solutions 1. – 4. above.
7. Technology Products and Services with Related Solutions (RFP #121923).
8. Private Wireless Services with Related Solutions (RFP #020624).
9. Wireless Voice and Data Services with Related Solutions, Equipment, and Accessories (RFP #031924).
10. Software Solutions with Related Services for Public Sector and Education Administration (RFP #060624).
11. Fleet Management Technologies with Related Software Solutions (RFP #102924) except for those complementary and directly related to solutions 1. – 4. above.
12. Facility Security Systems, Equipment, and Software with Related Services (RFP #121024).
13. Public Safety Communications Technology and Hardware Solutions (RFP #020625) except for those complementary and directly related to solutions 1. – 4. above.
14. Electric Vehicle Supply Equipment (RFP #021825) except for those complementary and directly related to solutions 1. – 4. above.
15. Public Safety Software (RFP #030425).

Generally, the solutions for Participating Entities are turn-key solutions, providing a combination of equipment, products and services, delivery, and installation to a properly operating status. However, equipment-only or products-only solutions may be appropriate for situations where Participating Entities possess the ability, either in-house or through local third-party contractors, to properly install and bring to operation the equipment or products being proposed.

Sourcewell prefers suppliers that provide a sole source of responsibility for the equipment, products, and services provided under a resulting master agreement. If proposer is including the equipment, products, and services of its subsidiary entities, the proposer must also identify all included subsidiaries in its proposal. If proposer requires the use of distributors, dealers, resellers, or subcontractors to provide the equipment, products, or services, the proposal must address how the equipment, products or services will be provided to Participating Entities, and describe the network of distributors, dealers, resellers, and/or subcontractors that will be available to serve Participating Entities under a resulting master agreement.

Sourcewell encourages suppliers to offer the broadest possible selection of equipment, products, and services being proposed over the largest possible geographic area and to the largest possible cross-section of Sourcewell current and future Participating Entities.

C. REQUIREMENTS

It is expected that proposers have knowledge of all applicable industry standards, laws, and regulations and possess an ability to market and distribute the equipment, products, or services to Participating Entities.

1. Safety Requirements. All items proposed must comply with current applicable safety or regulatory standards or codes.
2. Deviation from Industry Standard. Deviations from industry standards must be identified with an explanation of how the equipment, products, and services will provide equivalent function, coverage, performance, and/or related services.
3. New Equipment and Products. Proposed equipment and products must be for new, current model; however, proposer may offer certain close-out equipment or products if it is specifically noted in the Pricing proposal.
4. Delivered and operational. Unless clearly noted in the proposal, equipment and products must be delivered to the Participating Entity as operational.
5. Warranty. All equipment, products, supplies, and services must be covered by a warranty that is the industry standard or better.

D. PROSPECTIVE MASTER AGREEMENT TERM

The term of any resulting master agreement(s) awarded by Sourcewell under this solicitation will be four years. Sourcewell and supplier may agree to up to three additional one-year extensions based on the best interests of Sourcewell and its Participating Entities. Sourcewell retains the right to consider additional extensions beyond seven years as required under exceptional circumstances.

E. ESTIMATED MASTER AGREEMENT VALUE AND USAGE

Based on past volume of similar master agreements, the estimated annual value of all transactions from master agreements resulting from this RFP are anticipated to be USD 30

Million; therefore, proposers are expected to propose volume pricing. Sourcewell anticipates considerable activity under the master agreement(s) awarded from this RFP; however, sales and sales volume from any resulting master agreement are not guaranteed.

F. MARKETING PLAN

Proposer's sales force will be the primary source of communication with Participating Entities. The proposer's Marketing Plan should demonstrate proposer's ability to deploy a sales force or dealer network to Participating Entities, as well as proposer's sales and service capabilities. It is expected that proposer will promote and market any master agreement award.

G. ADDITIONAL CONSIDERATIONS

1. Master agreements will be awarded to proposers able to best meet the need of Participating Entities. Proposers should submit their complete line of equipment, products, or services that are applicable to the scope of this RFP.
2. A proposer may submit only one proposal. If related, affiliated, or subsidiary entities elect to submit separate proposals, rather than a single parent-entity proposal, each such proposal must be prepared independently and without cooperation, collaboration, or collusion.
3. If a proposer works with a consultant on its proposal, the consultant (an individual or company) may not assist any other entity with a proposal for this solicitation.
4. Proposers should include all relevant information in its proposal, since Sourcewell cannot consider information that is not included in the proposal. Sourcewell reserves the right to verify proposer's information and may request clarification from a proposer, including samples of the proposed equipment or products.
5. Depending upon the responses received in a given category, Sourcewell may need to organize responses into subcategories in order to provide the broadest coverage of the requested equipment, products, or services to Participating Entities. Awards may be based on a subcategory.
6. A proposer's documented negative past performance with Sourcewell or its Participating Entities occurring under a previously awarded Sourcewell master agreement may be considered in the evaluation of a proposal.

III. PRICING

A. REQUIREMENTS

All proposed pricing must be:

1. Either Line-Item Pricing or Percentage Discount from Catalog Pricing, or a combination of these:
 - a. **Line-item Pricing** is pricing based on each individual product or service. Each line must indicate the proposer's published "List Price," as well as the "Master Agreement Price."
 - b. **Percentage Discount from Catalog or Category** is based on a percentage discount from a catalog or list price, defined as a published Manufacturer's Suggested Retail Price (MSRP) for the products or services. Individualized percentage discounts can be applied to any number of defined product groupings. Proposers will be responsible for providing and maintaining current published MSRP with Sourcewell, and this pricing must be included in its proposal and provided throughout the term of any master agreement resulting from this RFP.
2. The proposer's not to exceed price. A not to exceed price is the highest price for which equipment, products, or services may be billed to a Participating Entity. However, it is permissible for suppliers to sell at a price that is lower than the agreed upon price.
3. Stated in U.S. and Canadian dollars (as applicable).
4. Clearly understandable, complete, and fully describe the total cost of acquisition (e.g., the cost of the proposed equipment, products, and services delivered and operational for its intended purpose in the Participating Entity's location).

Proposers should clearly identify any costs that are NOT included in the proposed product or service pricing. This may include items such as installation, set up, mandatory training, or initial inspection. Include identification of any parties that impose such costs and their relationship to the proposer. Additionally, proposers should clearly describe any unique distribution and/or delivery methods or options offered in the proposal.

B. ADMINISTRATIVE FEES

Proposers awarded a master agreement are expected to pay to Sourcewell an administrative fee in exchange for Sourcewell facilitating the resulting master agreements. The administrative fee is normally calculated as a percentage of the total sales to Participating Entities for all equipment, products, or services made during a calendar quarter, and is typically one percent (1%) to two percent (2%). In some categories, a flat fee may be an acceptable alternative.

IV. MASTER AGREEMENT

Proposers awarded a master agreement will be required to execute a master agreement with Sourcewell (see attached template). Only those modifications the proposer indicates in its proposal will be available for discussion. Much of the language in the Master Agreement

reflects Minnesota legal requirements and cannot be altered. Numerous and/or onerous exceptions that contradict Minnesota law may result in the proposal being disqualified from further review and evaluation.

To identify any exception, or to request any modification, to Sourcewell's standard master agreement terms, conditions, or specifications, a proposer must submit the proposed exception(s) or requested modification(s) via redline in the Master Agreement Template provided in the "Documents" section of the "Bid Details" page on the Sourcewell Procurement Portal and uploaded as part of its response. Only those exceptions noted at the time of the proposal submission will be considered.

Exceptions must:

1. Clearly identify the affected article and section.
2. Clearly note the requested modification; and as applicable, provide requested alternative language.

Unclear requests will be automatically denied.

Only those exceptions that have been accepted by Sourcewell will be included in the master agreement document provided to the awarded supplier for signature.

If a proposer receives a master agreement award resulting from this solicitation it will have up to 30 days to sign and return the master agreement. After that time, at Sourcewell's sole discretion, the master agreement award may be revoked.

V. RFP PROCESS

A. PRE-PROPOSAL CONFERENCE

Sourcewell will hold an optional, non-mandatory pre-proposal conference via webcast on the date and time noted in the Solicitation Schedule for this RFP and on the Sourcewell Procurement Portal. The purpose of this conference is to allow potential proposers to ask questions regarding this RFP and Sourcewell's competitive procurement process. Information about the webcast will be sent to all entities that have registered for this solicitation opportunity through their Sourcewell Procurement Portal Vendor Account. Pre-proposal conference attendance is optional.

B. QUESTIONS REGARDING THIS RFP AND ORAL COMMUNICATION

All questions regarding this RFP must be submitted through the Sourcewell Procurement Portal. The deadline for submission of questions is found in the Solicitation Schedule and on the Sourcewell Procurement Portal. Answers to questions will be issued through an addendum to this RFP. Repetitive questions will be summarized into a single answer and identifying information will be removed from the submitted questions.

All questions, whether specific to a proposer or generally related to the RFP, must be submitted using this process. Do not contact individual Sourcewell staff to ask questions or request information as this may disqualify the proposer from responding to this RFP. Sourcewell will not respond to questions submitted after the deadline.

C. ADDENDA

Sourcewell may modify this RFP at any time prior to the proposal due date by issuing an addendum. Addenda issued by Sourcewell become a part of the RFP and will be delivered to potential proposers through the Sourcewell Procurement Portal. Sourcewell accepts no liability in connection with the delivery of any addenda.

Before a proposal will be accepted through the Sourcewell Procurement Portal, all addenda, if any, must be acknowledged by the proposer by checking the box for each addendum. It is the responsibility of the proposer to check for any addenda that may have been issued up to the solicitation due date and time.

If an addendum is issued after a proposer submitted its proposal, the Sourcewell Procurement Portal will WITHDRAW the submission and change the proposer's proposal status to INCOMPLETE. The proposer can view this status change in the "MY BIDS" section of the Sourcewell Procurement Portal Vendor Account. The proposer is solely responsible to check the "MY BIDS" section of the Sourcewell Procurement Portal Vendor Account periodically after submitting its proposal (and up to the Proposal Due Date). If the proposer's proposal status has changed to INCOMPLETE, the proposer is solely responsible to:

1. make any required adjustments to its proposal;
2. acknowledge the addenda; and
3. ensure the re-submitted proposal is received through the Sourcewell Procurement Portal no later than the Proposal Due Date and time shown in the Solicitation Schedule above.

D. PROPOSAL SUBMISSION

Proposer's complete proposal must be submitted through the Sourcewell Procurement Portal no later than the date and time specified in the Solicitation Schedule. Any other form of proposal submission, whether electronic, paper, or otherwise, will not be considered by Sourcewell. **Late proposals will not be considered.** It is the proposer's sole responsibility to ensure that the proposal is received on time.

It is recommended that proposers allow sufficient time to upload the proposal and to resolve any issues that may arise. The time and date that a proposal is received by Sourcewell is solely determined by the Sourcewell Procurement Portal web clock.

In the event of problems with the Sourcewell Procurement Portal, follow the instructions for technical support posted in the portal. It may take up to 24 hours to respond to certain issues.

Upon successful submission of a proposal, the Sourcewell Procurement Portal will automatically generate a confirmation email to the proposer. If the proposer does not receive a confirmation email, contact Sourcewell's support provider at support@bidsandtenders.ca.

To ensure receipt of the latest information and updates via email regarding this solicitation, or if the proposer has obtained this solicitation document from a third party, the onus is on the proposer to create a Sourcewell Procurement Portal Vendor Account and register for this solicitation opportunity.

Within the Sourcewell Procurement Portal, all proposals must be digitally acknowledged by an authorized representative of the proposer attesting that the information contained in the proposal is true and accurate. By submitting a proposal, proposer warrants that the information provided is true, correct, and reliable for purposes of evaluation for potential master agreement award. The submission of inaccurate, misleading, or false information is grounds for disqualification from a master agreement award and may subject the proposer to remedies available by law.

E. GENERAL PROPOSAL REQUIREMENTS

Proposals must be:

1. In substantial compliance with the requirements of this RFP or it will be considered nonresponsive and be rejected.
2. Complete. A proposal will be rejected if it is conditional or incomplete.
3. Submitted in English.
4. Valid and irrevocable for 90 days following the Proposal Due Date.

Any and all costs incurred in responding to this RFP will be borne by the proposer.

F. PROPOSAL WITHDRAWAL

Prior to the proposal deadline, a proposer may withdraw its proposal.

G. OPENING

The Opening of proposals will be conducted in the Sourcewell Procurement Portal immediately following the proposal due date and time. To view the list of proposers resulting from the opening, verify that the Sourcewell Procurement Portal opportunities list search is set to "All" or "Closed."

Members of the public may attend the Opening at Sourcewell's office located at 202 12th Street NE, Staples, MN to hear the results.

VI. EVALUATION AND AWARD

A. EVALUATION

It is the intent of Sourcewell to award one or more master agreements to responsive and responsible proposers offering the best overall quality, selection of equipment, products, and services, and price that meet the commonly requested specifications of Sourcewell and its Participating Entities. The award(s) will be limited to the number of proposers that Sourcewell determines is necessary to meet the needs of its Participating Entities.

Factors to be considered in determining the number of master agreements to be awarded in any category may include the following:

1. Total evaluation scores (giving consideration to natural breaks in the scoring of responsive proposals);
2. The number and geographic location of highest-scoring proposers that offer:
 - a. A comprehensive selection of the requested equipment, products, or services;
 - b. A sales and service network ensuring availability and coverage for Participating Entities' use; and
 - c. Other attributes of the proposer or contents of its proposal that assist Participating Entities in achieving environmental and social requirements, and goals.

Information submitted as part of a proposal should be as specific as possible when responding to the RFP. Do not assume Sourcewell has any knowledge about a specific supplier or product.

B. AWARD(S)

Award(s) will be made to the highest-scoring proposer(s) whose proposal conforms to all conditions and requirements of the RFP, and consistent with the award criteria defined in this RFP.

Sourcewell may request written clarification of a proposal at any time during the evaluation process.

Proposal evaluation will be based on the following scoring criteria and the Sourcewell Evaluator Scoring Guide (a copy is available in the Sourcewell Procurement Portal):

Conformance to RFP Requirements	Pass/Fail
Financial Viability and Marketplace Success	50
Ability to Sell and Deliver Solutions	150
Marketing Plan	100
Value Added Attributes	100
Depth and Breadth of Offered Solutions	200
Pricing	400
TOTAL POINTS	1000

C. PROTESTS OF AWARDS

Any protest made under this RFP by a proposer must be in writing, addressed to Sourcewell's Executive Director, and delivered to the Sourcewell office located at 202 12th Street NE, P.O. Box 219, Staples, MN 56479. All documents that comprise the complete protest package must be received, and time stamped at the Sourcewell office by 4:30 p.m., Central Time, no later than 10 calendar days following Sourcewell's notice of master agreement award(s) or non-award. A protest must allege a procedural, technical, or legal defect, with supporting documentation. A protest that merely requests a re-evaluation of a proposal's content will not be entertained.

A protest must include the following items:

- The name, address, and telephone number of the protester;
- Identification of the solicitation by RFP number;
- A precise statement of the relevant facts;
- Identification of the alleged procedural, technical, or legal defect;
- Analysis of the basis for the protest;
- Any additional supporting documentation;
- The original signature of the protester or its representative; and
- Protest bond in the amount of \$20,000 (except where prohibited by law or treaty).

Protests that do not address these elements will not be reviewed.

D. RIGHTS RESERVED

This RFP does not commit Sourcewell to award any master agreement, and a proposal may be rejected if it is nonresponsive, conditional, incomplete, conflicting, or misleading. Proposals that contain false statements or do not support an attribute or condition stated by the proposer may be rejected.

Sourcewell reserves the right to:

- Modify or cancel this RFP at any time;
- Reject any and all proposals received;
- Reject proposals that do not comply with the provisions of this RFP;
- Select, for master agreements or for discussion, a proposal other than that with the lowest cost;
- Independently verify any information provided in a proposal;
- Disqualify any proposer that does not meet the requirements of this RFP, is debarred or suspended by the United States or Canada, State of Minnesota, Participating Entity's state or province; has an officer, or other key personnel, who have been charged with a serious crime; or is bankrupt, insolvent, or where bankruptcy or insolvency are a reasonable prospect;

- Waive or modify any informalities, irregularities, or inconsistencies in the proposals received;
- Clarify any part of a proposal and discuss any aspect of the proposal with any proposer; and negotiate with more than one proposer;
- Award a master agreement if only one responsive proposal is received if it is in the best interest of Participating Entities; and
- Award a master agreement to one or more proposers if it is in the best interest of Participating Entities.

E. DISPOSITION OF PROPOSALS

All materials submitted in response to this RFP will become property of Sourcewell and will become public record in accordance with Minnesota Statutes Section 13.591, after negotiations are complete. Sourcewell considers that negotiations are complete upon execution of a resulting master agreement. It is the proposer's responsibility to clearly identify any data submitted that it considers to be protected. Proposer must also include a justification for the classification citing the applicable Minnesota law. Sourcewell may reject proposals that are marked confidential or nonpublic, either substantially or in their entirety.

Sourcewell will not consider the prices submitted by the proposer to be confidential, proprietary, or trade secret materials. Financial information, including financial statements, provided by a proposer is not considered trade secret under the statutory definition.



03/12/2025

Addendum No.1

Solicitation Number: RFP 041525

Solicitation Name: Smart Infrastructure Solutions, Outdoor Sensors, and Related Products and Services

Consider the following Question(s) and Answer(s) to be part of the above-titled solicitation documents. The remainder of the documents remain unchanged.

Question 1:

I would to access the past wining bid documents on the same [sic]. How and when can I have it?

Answer 1:

This is a new solicitation category for Sourcewell, therefore, there is no historical data or past documentation to provide.

End of Addendum

Acknowledgement of this Addendum to RFP 041525, posted to the Sourcewell Procurement Portal on 03/12/2025, is required at the time of proposal submittal.



03/18/2025

Addendum No.2

Solicitation Number: RFP 041525

Solicitation Name: Smart Infrastructure Solutions, Outdoor Sensors, and Related Products and Services

Consider the following Question(s) and Answer(s) to be part of the above-titled solicitation documents. The remainder of the documents remain unchanged.

Question 1:

When and how will questions be answered? Will they all be answered on April 7, or will they be answered as they are received? Will all questions be publicly posted or will we only receive a response to our specific questions?

Answer 1:

Questions submitted through the Sourcewell Procurement Portal are usually answered within 1 – 2 business days. Addenda are sent to all registered plan takers. Proposers can submit questions through the portal until the question deadline outlined in the RFP. Proposers can also ask questions during the pre-proposal conference. Proposers who ask questions already answered in the FAQ (posted to the “Resource Materials” section of the portal homepage), will be referred to the FAQ for their answer.

All proposers are encouraged to read the FAQ, the RFP, the Master Agreement, and all Addenda related to the RFP prior to submitting a question.

End of Addendum

Acknowledgement of this Addendum to RFP 041525, posted to the Sourcewell Procurement Portal on 03/18/2025, is required at the time of proposal submittal.



03/25/2025

Addendum No.3

Solicitation Number: RFP 041525

Solicitation Name: Smart Infrastructure Solutions, Outdoor Sensors, and Related Products and Services

Consider the following Question(s) and Answer(s) to be part of the above-titled solicitation documents. The remainder of the documents remain unchanged.

Question 1:

How will Sourcewell evaluate percentage discounts versus line-item pricing?

Answer 1:

In the competitive process, Sourcewell will not advise a proposer on the content of the proposal. Each proposer, in its discretion, will determine and articulate the pricing approach that aligns with its business methods and satisfies all the requirements of the RFP. All proposed pricing must be clearly understandable, complete, and fully describe the total cost of acquisition.

Proposal evaluations will be based on scoring criteria identified in the RFP, the expectations and requirements of the individual scoring attribute (e.g., Pricing) as described in the RFP, and the Sourcewell Evaluator Scoring Guide available on the homepage under the "Resource Materials" section of the Sourcewell Procurement Portal. A proposal is not scored in direct comparison to the other proposals. Sourcewell does not use a standardized cut-score when making an award(s).

Question 2:

Will lower prices automatically receive higher scores, or is the value (price vs. features) also considered?

Answer 2:

Refer to answer 1.

End of Addendum

Acknowledgement of this Addendum to RFP 041525, posted to the Sourcewell Procurement Portal on 03/25/2025, is required at the time of proposal submittal.



03/26/2025

Addendum No.4

Solicitation Number: RFP 041525

Solicitation Name: Smart Infrastructure Solutions, Outdoor Sensors, and Related Products and Services

Consider the following Question(s) and Answer(s) to be part of the above-titled solicitation documents. The remainder of the documents remain unchanged.

Question 1:

If we intend on participating in Canada only, can we provide pricing in U.S. dollars only?

Answer 1:

Refer to RFP Section III. A. 3., "All proposed pricing must be: Stated in U.S. and Canadian dollars (as applicable)." If a proposer intends to offer its solutions to Sourcewell's Canadian participating entities it must identify its Canadian pricing.

End of Addendum

Acknowledgement of this Addendum to RFP 041525, posted to the Sourcewell Procurement Portal on 03/26/2025, is required at the time of proposal submittal.



03/27/2025

Addendum No.5

Solicitation Number: RFP 041525

Solicitation Name: Smart Infrastructure Solutions, Outdoor Sensors, and Related Products and Services

Consider the following Question(s) and Answer(s) to be part of the above-titled solicitation documents. The remainder of the documents remain unchanged.

Question 1:

May we upload a small video file in the Documents upload section? The video will demonstrate function of a product. If so, which format is preferred (mp4, .mov, etc.)?

Answer 1:

Document uploads are allowed in Step 2 of the proposal preparation process. Refer to the instructions above the file upload tool in Step 2 for additional guidance:

“Documents in PDF format are preferred. Documents in Word, Excel, or compatible formats may also be provided.”

“If you need to upload more than one (1) document for a single item, you should combine the documents into one zipped file.”

“Maximum file upload size is 500MB.”

End of Addendum

Acknowledgement of this Addendum to RFP 041525, posted to the Sourcewell Procurement Portal on 03/27/2025, is required at the time of proposal submittal.



04/01/2025

Addendum No.6

Solicitation Number: RFP 041525

Solicitation Name: Smart Infrastructure Solutions, Outdoor Sensors, and Related Products and Services

Consider the following Question(s) and Answer(s) to be part of the above-titled solicitation documents. The remainder of the documents remain unchanged.

Question 1:

I. Scope and Requirements Clarification

Specific Solutions:

RFP Section II.B mentions 'Vehicle-to-Everything (V2X) capabilities' as optional.

Can you provide more detail on the specific V2X functionalities that Participating Entities are most interested in (e.g., traffic signal coordination, emergency vehicle prioritization, data sharing with autonomous vehicles)?

Answer 1:

Sourcewell utilizes a competitive, solutions-based solicitation approach that is not based on detailed specifications, finite quantities or locations. Any of Sourcewell's participating entities could use the contract, if applicable.

Sourcewell is requesting proposals to meet the various needs of its 50,000+ Participating Entities as a whole, across the United States and Canada, NOT individual entities' needs. The use of Sourcewell contracts is voluntary for Participating Entities. In this competitive solicitation process, Sourcewell will not advise a proposer on the way it should submit a proposal. It is left to the discretion of each proposer to articulate and propose the approach that aligns with its business methods and satisfies the requirements of the RFP. Participating Entities' unique needs, and Solutions from awarded supplier(s), will be determined if and when Participating Entities choose to utilize a contract resulting from this solicitation.

Question 2:

In Section II.B, regarding software development:

Can you elaborate on what constitutes a 'supplemental service'?

Please provide examples of software development that would be considered within the scope of 'supplemental' and examples of software development that would be considered outside the scope.

Answer 2:

In this competitive solicitation process, Sourcewell will not advise a proposer on the way it should submit a proposal. It is left to the discretion of each proposer to articulate and propose the approach that aligns with its business methods and satisfies the requirements of the RFP.

Question 3:

RFP Section II.B lists several excluded categories.

Can you provide specific examples of how solutions 1-4 might 'complement and directly relate' to the excluded categories, particularly concerning:

Parking Management Systems (RFP #080321)

Public Safety Video Surveillance Solutions (RFP #101223)

Public Safety Communications Technology and Hardware Solutions (RFP #020625)

Fleet Management Technologies (RFP #102924)

Electric Vehicle Supply Equipment (RFP #021825)

For each of the above, please provide examples of solutions that would be considered within this RFP and solutions that would be considered excluded?

Answer 3:

Proposers should review all exclusions listed within the RFP by visiting sourcewell-mn.gov, searching for the RFP six-digit number, and reviewing the requested equipment, products, or services of the RFP document. If a proposer includes excluded products or services in their proposal, those products and services will be excluded from the Master Agreement.

Question 4:

RFP Section II.B indicates that 'Generally, the solutions for Participating Entities are turn-key solutions. Can you provide examples of scenarios where 'equipment-only or

products-only' solutions would be appropriate?

Answer 4:

Refer to answer 1.

Question 5:

Compatibility and Integration:

To what extent should proposed solutions integrate with existing smart city platforms or data management systems that Participating Entities may already have?

Are there specific platforms or systems that proposers should consider for compatibility?

Are there specific data formats or communication protocols that proposed solutions should adhere to ensure interoperability?

Answer 5:

Refer to answer 1.

Question 6:

Technical Specifications:

Section II.C.1 states that all items must comply with 'current applicable safety or regulatory standards or codes.

Can you provide a list of the specific standards or codes that are most relevant to this RFP, particularly for:

Outdoor sensors

Network components

Installation services

For outdoor sensors (Section II.B.1):

Answer 6:

Each proposer is solely responsible for knowing and applying all applicable industry safety codes and regulations that pertain to their proposed solution.

Question 7:

Are there specific requirements for durability, environmental resilience (e.g., temperature range, weatherproofing, IP rating)?

Answer 7:

Refer to answer 1.

Question 8:

Are there specific requirements for accuracy and calibration standards?

Answer 8:

Refer to answer 1.

Question 9:

Are there any preferences for sensor types (e.g., wireless vs. wired, specific communication protocols)?

Answer 9:

Refer to answer 1.

Question 10:

II. Pricing and Contractual Terms

Pricing Structure:

Section III.A requires proposers to provide either line-item pricing or a percentage discount from catalog pricing.

Is there a preference for one method over the other?

Are there scenarios where a combination of both methods is recommended?

If providing percentage discounts, what level of detail is expected for the 'current published MSRP' documentation?

Answer 10:

Each proposer, in its discretion, will determine and articulate the pricing approach that aligns with its business methods and satisfies all the requirements of the Pricing section of the RFP. Proposals are evaluated based on the criteria stated in the RFP.

Question 11:

Regarding administrative fees (Section III.B):

Is there any flexibility in the percentage for specific solution types or contract volumes?
Are there any examples of categories where a flat fee might be considered acceptable?

Answer 11:

Refer to the Administrative Fees section of the RFP. For directions on proposing an administrative fee. It is left to the discretion of each proposer to determine and propose an administrative fee that is consistent with its business practices and industry.

Question 12:

Contractual Terms:

In the Master Agreement template (referenced in Section IV):

Are there specific areas where Sourcewell is less likely to accept modifications, beyond those related to Minnesota legal requirements?

For example, are there clauses related to liability, indemnification, or termination that are considered non-negotiable?

If a proposer proposes a modification to the Master Agreement and it is not accepted by Sourcewell, will that automatically disqualify the proposal, or will the proposer have an opportunity to agree to Sourcewell's terms?

Answer 12:

To request a modification to the Master Agreement, terms, conditions, or specifications, a Proposer may complete and submit the Exceptions to Terms, Conditions, or Specifications Form, which is found as the final Table of Step 1 – Specifications in the proposal submission process. If selecting “Yes”, the Proposer **MUST** download the Master Agreement from the “Documents” section of the “Bid Details” page. The Master Agreement is pre-set to track changes (e.g. requests). The Master Agreement **MUST** be

uploaded in Word format. This is the **ONLY** time to request modifications. Requested modifications are reviewed and are **NOT** automatically approved.

If selected for award, Sourcewell will negotiate with the proposer regarding its requested exceptions and modifications. Requesting modifications will not disqualify a proposer from receiving an award.

Question 13:

III. Evaluation and Process

Evaluation Criteria:

Can you provide more detail on what constitutes 'Value Added Attributes' in the evaluation criteria (Section VI.B)?

Please provide examples of what proposers might include to demonstrate 'Value Added Attributes.'

For instance, are environmental sustainability features, innovative technologies, or unique service offerings considered 'Value Added Attributes'?

Answer 13:

Refer to the Specification table(s) (questionnaire) located in the Sourcewell Procurement Portal.

Question 14:

How does Sourcewell define 'Financial Viability and Marketplace Success' (Section VI.B), and what specific documentation is preferred to demonstrate this?

Examples: financial statements, credit ratings, market share data, client testimonials, etc.

Answer 14:

Refer to the Specification table(s) (questionnaire) located in the Sourcewell Procurement Portal. References and examples of financial documentation has been discussed in the pre-proposal conference. A copy of the pre-proposal recording is provided in the "Documents" section of the "Bid Details" page on the portal.

Question 15:

In Section VI.A, it states that Sourcewell will award master agreements to proposers offering the 'best overall quality, selection...and price.'

Can you provide more detail on the relative importance of 'quality,' 'selection,' and 'price' in the evaluation process?

Answer 15:

Refer to VI. Evaluation and Award, section B of the RFP.

Question 16:

Proposal Process:

Section V.D states that 'It is recommended that proposers allow sufficient time to upload the proposal...'

Can you provide an estimate of how much time should be allocated, considering potential portal traffic or technical issues, especially on the due date?

Answer 16:

It is the responsibility of the proposer to ensure their submission is complete and submitted prior to the due date and time listed in the RFP.

Question 17:

If an addendum is issued very close to the proposal due date, will Sourcewell consider extending the deadline to allow proposers adequate time to adjust their submissions?

Answer 17:

Pending the volume of questions submitted at the question deadline, Sourcewell intends to answer all questions by the next business day.

Refer to answer 18 regarding extensions.

Question 18:

What is the process for requesting a deadline extension in such a case?

Answer 18:

With the availability of the Sourcewell Procurement Portal allowing for 24/7 remote access, extensions **are not** typically approved or deemed necessary.

Question 19:

Is there any specific format for the RFP response?

Answer 19:

The only acceptable proposal format is the Sourcewell Procurement Portal and the Specification tables (questionnaire) contained therein. Proposers should submit relevant information through the portal no later than the date and time specified in the solicitation scheduled.

Question 20:

Do you need past performance reference? If yes how many.

Answer 20:

Refer to answer 2.

End of Addendum

Acknowledgement of this Addendum to RFP 041525, posted to the Sourcewell Procurement Portal on 04/01/2025, is required at the time of proposal submittal.



04/04/2025

Addendum No.7

Solicitation Number: RFP 041525

Solicitation Name: Smart Infrastructure Solutions, Outdoor Sensors, and Related Products and Services

Consider the following Question(s) and Answer(s) to be part of the above-titled solicitation documents. The remainder of the documents remain unchanged.

Question 1:

Our solution is based on a software platform used in many cities in Europe to collect data and display them in a unified control center (Energy management, CCTV, access control) Is this Tender include also such software solution or just hardware?

Answer 1:

Sourcewell will not pre-qualify any products or services. Only those products within the scope of the RFP will be included in any agreement awarded by Sourcewell as a result of the solicitation. It is left to the discretion of each Proposer to determine if its products or services meet the scope of Requested Equipment, Products, or Services.

End of Addendum

Acknowledgement of this Addendum to RFP 041525, posted to the Sourcewell Procurement Portal on 04/04/2025, is required at the time of proposal submittal.



Proposal Opening Record

Date of opening: April 15, 2025

Sourcewell, a State of Minnesota local government unit and service cooperative, is requesting proposals for Smart Infrastructure Solutions, Outdoor Sensors, and Related Products and Services to result in a procurement solution for use by its Participating Entities. Sourcewell Participating Entities include thousands of governmental, higher education, K-12 education, nonprofit, tribal government, and other public agencies located in the United States and Canada. A full copy of the Request for Proposals can be found on the Sourcewell Procurement Portal [<https://proportal.sourcewell-mn.gov>]. Only proposals submitted through the Sourcewell Procurement Portal will be considered. Proposals are due no later than April 15, 2025, at 4:30 p.m. Central Time, and late proposals will not be considered.

The undersigned certify that all responses received on Request for Proposal #041525 were submitted through the Sourcewell Procurement Portal, and that each Proposer's response material was digitally sealed upon submission and remained inaccessible until the due date and time specified in the Solicitation Schedule.

Responses were received from the following:

ATS Traffic - Submitted Tue Apr 15, 2025 1:37:29 PM
 BusPatrol America, LLC - Submitted Tue Apr 15, 2025 3:49:46 PM
 Clovity, Inc. - Submitted Tue Apr 15, 2025 10:13:22 AM
 Cooper Lighting, LLC - Submitted Mon Apr 14, 2025 9:14:41 PM
 Dimonoff - Submitted Thu Apr 10, 2025 2:51:35 PM
 EVready LLC - Submitted Mon Apr 14, 2025 5:46:14 PM
 FERROVIAL ENERGY SOLUTIONS, LLC - Submitted Tue Apr 15, 2025 9:09:43 AM
 Fonroche Lighting America - Submitted Tue Apr 15, 2025 11:06:31 AM
 Itron, Inc. - Submitted Tue Apr 15, 2025 1:54:57 PM
 ITS Plus, Inc. - Submitted Fri Apr 11, 2025 2:34:13 PM
 Karror, LLC - Submitted Wed Apr 9, 2025 10:38:14 PM
 Municipal Parking Services - Submitted Tue Apr 15, 2025 8:23:42 AM
 NTT America, Inc. - Submitted Tue Apr 15, 2025 1:35:36 PM
 nureal.ai - Submitted Mon Apr 14, 2025 1:48:57 PM
 Outdoorlink, Inc. - Submitted Tue Apr 15, 2025 3:20:22 PM
 Pi Variables, Inc. - Submitted Sun Apr 13, 2025 7:53:35 PM
 Senzary, LLC - Submitted Tue Apr 15, 2025 4:28:04 PM
 Signify North America Corporation - Submitted Tue Apr 15, 2025 12:17:53 PM
 Tagmarshal, Inc. - Submitted Tue Apr 15, 2025 2:22:16 PM
 TALOSYS, Inc. - Submitted Tue Apr 15, 2025 2:36:30 PM

Teckra, Inc. - Submitted Tue Apr 15, 2025 1:11:56 PM
Ubicquia, Inc. - Submitted Tue Apr 15, 2025 3:42:19 PM

The Proposals were opened electronically, and a list of all Proposers was made publicly available in the Sourcewell Procurement Portal, on April 15, 2025, at 4:30 pm CT. All responsive proposals were then submitted for review by the Sourcewell Evaluation Committee.

DocuSigned by:

Lisa Truax

04A338655E9E49E...

Lisa Truax, CPPB, Senior Procurement Analyst

Signed by:

Jonathan Love

34FCC9BCA201409...

Jonathan Love, MA, Procurement Analyst II



Proposal Evaluation

Smart Infrastructure Solutions, Outdoor Sensors, and Related Products and Services #041525

	Possible Points	ATS Traffic	BusPatrol America, LLC	Clovity, Inc.	Cooper Lighting, LLC	Dimonoff	EVready, LLC	Ferroval Energy Solutions, LLC	Fonroche Lighting America	Itron, Inc.	ITS Plus, Inc.	Karror, LLC
Conformance to RFP Requirements	Pass/Fail	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Financial Viability and Marketplace Success	50	37	33	35	43	39	36	40	43	43	38	31
Ability to Sell and Deliver Solutions	150	105	105	102	101	108	114	100	108	96	100	96
Marketing Plan	100	83	80	84	78	79	79	70	77	70	65	78
Value Added Attributes	100	75	75	78	74	73	79	76	74	64	69	86
Depth and Breadth of Offered Solutions	200	176	130	162	173	154	159	149	149	127	135	132
Pricing	400	323	292	295	338	297	330	279	303	315	349	291
Total Points	1,000	799	715	756	807	750	797	714	754	715	756	714
Rank Order		3	17.5	11.5	2	14	4	19.5	13	17.5	11.5	19.5

	Possible Points	Municipal Parking Services	NTT America, Inc.	nureal.ai	Outdoorlink, Inc.	Pi Variables, Inc.	Senzary, LLC	Signify North America Corporation	Tagmarshal, Inc.	TALOSYS, Inc.	Teckra, Inc.	Ubiquia, Inc.
Conformance to RFP Requirements	Pass/Fail	Pass	Pass	Pass	Pass	Pass	Pass	Pass		Pass	Pass	Pass
Financial Viability and Marketplace Success	50	34	39	33	35	38	35	42		37	32	34
Ability to Sell and Deliver Solutions	150	106	105	105	107	110	98	101		115	92	92
Marketing Plan	100	68	71	74	78	80	83	72		84	69	54
Value Added Attributes	100	72	75	73	76	79	78	80		84	64	62
Depth and Breadth of Offered Solutions	200	151	149	165	139	133	168	168		172	144	144
Pricing	400	302	323	327	322	328	320	297		321	330	270
Total Points	1,000	733	762	777	757	768	782	760		813	731	656
Rank Order		15	8	6	10	7	5	9		1	16	21

DocuSigned by:

 04A33865E9E49E...
 Lisa Truax, LPPB
 Senior Procurement Analyst

DocuSigned by:

 048308E349B2428...
 Paul DOTSON, MIA
 Procurement Analyst II

Signed by:

 A22070A2851D440...
 BRITTNEY COTNER
 Procurement Analyst

Signed by:

 34FCC9BCA201409...
 Jonathan LOVE, MIA
 Procurement Analyst II

EXHIBIT “D”

INSURANCE REQUIREMENTS

Please refer to the insurance requirements listed below. **Those that have an “X” indicated in the space before the requirement apply to Contractor’s or Consultant’s Agreement.**

Contractor or Consultant shall procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder and the results of that work by the Contractor or Consultant, its agents, representatives, employees or subcontractors.

Contractor or Consultant shall provide its insurance broker(s)/agent(s) with a copy of these requirements and request that they provide Certificates of Insurance complete with copies of all required endorsements.

Contractor or Consultant shall furnish City with copies of original endorsements affecting coverage required by this Exhibit D. The endorsements are to be signed by a person authorized by that insurer to bind coverage on its behalf. All endorsements and certificates are to be received and approved by City before work commences. City has the right to require Contractor’s or Consultant’s insurer to provide complete, certified copies of all required insurance policies, including endorsements affecting the coverage required by these specifications.

Commercial General Liability (CGL):

☐ Coverage at least as broad as Insurance Services Office (“ISO”) Form CG 00 01 covering CGL on an “occurrence” basis, including products and completed operations, property damage, bodily injury and personal and advertising injury with limits no less than \$2,000,000.00 per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.

☒ Coverage at least as broad as ISO Form CG 00 01 covering CGL on an “occurrence” basis, including products and completed operations, property damage, bodily injury and personal and advertising injury with limits no less than \$1,000,000.00 per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.

☐ Coverage at least as broad as ISO Form CG 00 01 covering CGL on an “occurrence” basis, including products and completed operations, property damage, bodily injury and personal and advertising injury with limits no less than \$5,000,000.00 per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.

Automobile Liability:

☒ Coverage at least as broad as ISO Form Number CA 0001 covering, Code 1 (any auto), of if Contractor or Consultant has no owned autos, Code 8 (hired) and 9 (non-owned), with limits no less than \$1,000,000.00 combined single limit for bodily injury and property damage.

☐ Coverage at least as broad as ISO Form Number CA 0001 covering, Code 1 (any auto), with limits no less than \$5,000,000.00 combined single limit for bodily injury and property damage.

____ Garage keepers' extra liability endorsement to extend coverage to all vehicles in the care, custody and control of the Contractor or Consultant, regardless of where the vehicles are kept or driven.

Professional Liability (Errors and Omissions):

 x Insurance appropriate to the Contractor or Consultant's profession, with limit no less than \$1,000,000.00 per occurrence or claim, \$2,000,000.00 aggregate.

____ (If Design/Build), with limits no less than \$1,000,000.00 per occurrence or claim, and \$2,000,000.00 policy aggregate.

____ Insurance appropriate to the Contractor or Consultant's profession, with limit no less than _____ per occurrence or claim, _____ aggregate

Workers' Compensation Insurance:

 x Insurance as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than \$1,000,000.00 per accident for bodily injury or disease. *(Not required if Contractor or Consultant provides written verification it has no employees)*

The Employer's Liability policy shall be endorsed to waive any right of subrogation as respects the City, its elected and appointed officials, officers, attorneys, agents, and employees.

Builder's Risk (Course of Construction):

____ Insurance utilizing an "All Risk" (Special Perils) coverage form, with limits equal to the completed value of the project and no coinsurance penalty provisions. If the project does not involve new or major reconstruction, at the option of the City, an Installation Floater may be acceptable. For such projects, a Property Installation Floater shall be obtained that provides for the improvement, remodel, modification, alteration, conversion or adjustment to existing buildings, structures, processes, machinery and equipment. The Property Installation Floater shall provide property damage coverage for any building, structure, machinery or equipment damaged, impaired, broken, or destroyed during the performance of the Work, including during transit, installation, and testing at the City's site.

Contractor's or Consultant's Pollution Legal Liability:

____ Contractor's or Consultant's pollution legal liability and/or Asbestos Legal Liability and/or Errors and Omissions (if project involves environmental hazards) with limits no less than \$1,000,000.00 per occurrence or claim and \$2,000,000.00 policy aggregate.

If the Contractor or Consultant maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by the Contractor or Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to City.

Cyber Liability Insurance

____ Cyber Liability Insurance with limits not less than \$1,000,000 per claim.

Coverage shall be sufficiently broad to respond to the duties and obligations as is undertaken by Contractor or Consultant in this Agreement and shall include, but not be limited to, claims involving infringement of intellectual property, including but not limited to infringement of copyright, trademark, trade dress, invasion of privacy violations, information theft, damage to or destruction of electronic information, release of private information, alteration of electronic information, extortion, and network security.

The policy shall provide coverage for breach response costs as well as regulatory fines and penalties, and credit monitoring expenses with limits sufficient to respond to these obligations.

Surety Bonds:

Contractor shall provide the following Surety Bonds:

☐ Bid Bond
☒ Performance Bond
☒ Payment Bond

The Payment Bond and Performance Bond shall be in a sum equal to the contract price. Bonds shall be duly executed by a responsible corporate surety, authorized to issue such bonds in the State of California and secured through an authorized agent with an office in California.

Other Insurance Provisions:

The insurance policies are to contain, or be endorsed to contain the following provisions:

☒ **Additional Insured Status and Primary/Non-Contributory Language:**

Contractor's general liability and automobile liability policies shall be primary and shall not seek contribution from the City's coverage and be endorsed to add the City and its elected and appointed officials, officers, attorneys, agents employees and volunteers as additional insureds under such policies using Insurance Services Office form CG 20 10 (or equivalent) on the general liability policy. For construction projects, an endorsement providing completed operations coverage for the additional insured on the general liability policy, ISO form CG 20 37 (or equivalent), is also required.

The limits of insurance required in this Agreement may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of City (if agreed to in a written contract or agreement) before the City's own insurance or self-insurance shall be called upon to protect it as a named insured.

☐ **Loss Payee Status – Builder's Risk/Course of Construction Insurance (applicable to Construction Contracts only)**

Contractor or Consultant may submit evidence of Builder's Risk insurance in the form of Course of Construction coverage. Such coverage shall name the City as a loss payee as their interest may appear.

☒ **Notice of Cancellation, Suspension or Otherwise Voiding Policies:**

Each insurance policy required above shall contain or be endorsed to contain that coverage shall not be suspended, voided, canceled or reduced in coverage or in limits except with thirty (30) days' prior written notice by certified mail, return receipt requested to the City.

x Waiver of Subrogation:

Contractor or Consultant hereby grants to City a waiver of any right to subrogation which any insurer of said Contractor or Consultant may acquire against the City by virtue of the payment of any loss under such insurance. Contractor or Consultant agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer. The Workers' Compensation Policy shall be endorsed with a waiver of subrogation in favor of the City for all work performed by Contractor or Consultant, its employees, agents and subcontractors.

Completed Operations

For Construction Agreements, Contractor shall maintain insurance as required by this Agreement to the fullest amount allowed by law and shall maintain insurance for a minimum of five (5) years following the completion of this project. In the event Contractor fails to obtain or maintain completed operations coverage as required by this Agreement, the City at its sole discretion may purchase the coverage required and the cost will be paid by Contractor.

THE FOLLOWING PROVISIONS APPLY TO ALL AGREEMENTS

Deductibles and Self-Insured Retentions ("SIR"):

Any deductibles or self-insured retentions must be declared to and approved by City. The City may require the Contractor or Consultant to purchase coverage with a lower deductible or retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. At the option of the City, either (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its elected and appointed officials, officers, attorneys, agents, and employees; or (2) the Contractor or Consultant shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

All SIRs must be disclosed to Risk Management for approval and shall not reduce the limits of liability.

Policies containing any SIR provision shall provide or be endorsed to provide that the SIR may be satisfied by either the named insured or the City.

City reserves the right to obtain a full-certified copy of any insurance policy and endorsements. Failure to exercise this right shall not constitute a waiver of right to exercise later.

Acceptability of Insurers:

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A-:VII, unless otherwise acceptable to City.

Claims Made Policies:

1. The Retroactive Date must be shown and must be before the date of the contract or the beginning of contract work.

2. Insurance must be maintained, and evidence of insurance must be provided for at least five (5) years after completion of contract of work.
3. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the contract effective date, the Contractor or Consultant must purchase “extended reporting” coverage for a minimum of five (5) years after completion of work.
4. A copy of the claims reporting requirements must be submitted to the City for review.
5. If the services involve lead-based paint or asbestos identification/remediation, the Contractor’s Pollution Liability Policy shall not contain lead-based paint or asbestos exclusions. If the services involve mold identification/remediation, the Contractor’s Pollution Liability Policy shall not contain a mold exclusion, and the definition of Pollution shall include microbial matter, including mold.

Subcontractors:

Contractor or Consultant shall require and verify that all subcontractors maintain insurance meeting all the requirements stated herein, and Contractor shall ensure that City is an additional insured on insurance required from subcontractors.

Subcontractor agrees to be bound to Contractor and City in the same manner and to the same extent as Contractor is bound to City under this Agreement and any other contract documents. Subcontractor further agrees to include the same requirements and provisions of this Agreement, including the indemnity and insurance requirements, with any sub-subcontractor to the extent they apply to the scope of the sub-subcontractor’s work. A copy of the City indemnity and insurance provisions will be furnished to the subcontractor upon request.

Verification of Coverage:

Contractor or Consultant shall furnish the City with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. All certificates and endorsements are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the Contractor or Consultant’s obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

Special Risks or Circumstances

City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage or other special circumstances.

Failure to Comply:

Each insurance policy required above shall contain or be endorsed to contain that any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its elected and appointed officials, officers, attorneys, agents, and employees.

Applicability of Coverage:

Each insurance policy required above shall contain or be endorsed to contain that the Contractor's or Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

Attachment C

Construction Change Order Policy for the Hammond Way Streetlight Project, CIP No. 4301

2021 City Council Approved Construction Change Order Policy

Construction Award <u>Award Amount</u>	Individual Administrative <u>Change Order Authority</u>	Cumulative <u>Change Order Authority</u>
Less than \$100,000	\$10,000	\$15,000
Over \$100,000	10% of Award or \$20,000 whichever is less	15% of Award or \$40,000 whichever is smaller

Hammond Way Streetlight Project, CIP No. 4301

Construction Award <u>Award Amount</u>	Individual Administrative <u>Change Order Authority</u>	Cumulative <u>Change Order Authority</u>
\$100,712	N/A	\$25,000



CITY OF MILPITAS AGENDA REPORT (AR)

Item Title:	Consider Fee Waiver Request from Kiwanis Club of Milpitas for the 22nd Annual Crab Feed (Staff Contact: Renee Lorentzen, Recreation and Community Services Director, 408-586-3409)
Category:	Consent Calendar-Community Services and Sustainable Infrastructure
Meeting Date:	12/2/2025
Recommendation:	Approve a Fee Waiver of \$763 for the 22 nd Annual Kiwanis MUSD Crab Feed and Auction at the Milpitas Community Center Auditorium on February 6, 2026.

BACKGROUND:

On November 6, 2025, staff received a Donation and Fee Waiver/Reduction Policy request from the Kiwanis Club of Milpitas Foundation for their 22nd Annual Crab Feed and Auction at the Milpitas Community Center Auditorium. The request is for a \$763 fee waiver for the hourly rental rates of the auditorium.

ANALYSIS:

One Donation and Fee Waiver/Reduction Policy request application was received by the Recreation and Community Services Department for a fee waiver for Kiwanis Club of Milpitas Foundation.

Fee Waiver Request

Kiwanis Club of Milpitas Foundation submitted the required application and documentation for their annual Crab Feed and Auction:

- Facility Rental Application and Permit
- City Council Donation and Fee Waiver/Reduction Policy request
- Non-profit status letter

Kiwanis Club of Milpitas Foundation is requesting the City Council waive eligible fees for facility rental hourly fees in the amount of \$763. Fees ineligible for waiver are the application fee, refundable rental security/damage deposits, and staff fees.

Milpitas City Council adopted an updated City Council Donation and Fee Waiver/Reduction Policy (Policy) on [June 21, 2022](#). Per the Policy, eligible organizations can request City fees to be waived up to \$1,500 or a donation amount up to \$500 to be granted upon request. Eligible organizations are defined as “a non-profit organization as described by the Internal Revenue Section such as 501(c)(3) or an intergovernmental agency; Non-discriminatory, and non-political in nature.” Fee Waiver or Donation requests for events must provide a community benefit within the City of Milpitas proper. Applying organizations must provide proof of non-profit status from the federal Internal Revenue Service or the state Franchise Tax Board.

As required, Kiwanis Club of Milpitas Foundation provided a copy of their determination letter from the Internal Revenue Service stating they are a tax-exempt organization. The applicant meets the requirements as outlined in the Council adopted Donation and Fee Waiver/Reduction Policy.

POLICY ALTERNATIVE(S):

Alternative: Do not approve any one or combination of received fee waivers and donation applications as requested.

Pros: The City’s General Fund will not incur the costs of the fees waived.

Con: Denial of the request may not allow the non-profit organization to hold their events.

Reason not recommended: This request is consistent with the Council approved Policy.

FISCAL IMPACT:

\$25,000 was approved and included in the FY 2025-26 City budget for City Council's Unallocated Community Promotions with a current balance of \$22,044. If this request is approved by the City Council, then \$21,281 would remain in that line item of the current year's budget.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):

The action has no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment and is not a project pursuant to Pub. Resources Code, § 21065 and Cal. Code Regs., tit. 14, § 15378. Even if a project, the action is exempt from further CEQA review pursuant to Cal. Code Regs., tit. 14, § 15061(b)(3) as it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

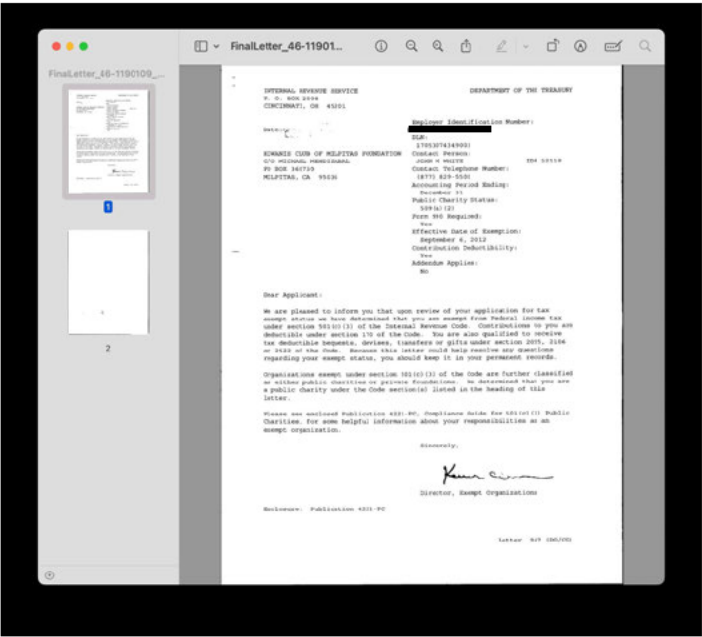
ATTACHMENT(S):

- (a) Kiwanis Club of Milpitas Foundation Application
- (b) Kiwanis Club of Milpitas Foundation Internal Revenue Service (IRS) non-profit letter

City of Milpitas City Council Non-Profit Donation/Fee Waiver Requ... #47

Name of Organization	Kiwanis Club of Milpitas Foundation
Is there a Milpitas Branch or Affiliation?	☒ Yes
Organization Address (as listed on your 501 (c) 3)	 United States
Organization Web Site	https://www.facebook.com/KiwanisClubofMilpitas
Organization Contact Name	Dennis Grilli
Organization Contact Phone	
Organization Contact Email	
Request Type	☒ Fee Waiver (up to \$1,500)
Requested Amount (request types cannot be combined or exceed maximum listed amounts)	\$1500.00
Description of Use of Funds/Fees to be Waived	support of MUSD scholarships
Event Name	22nd Annual Kiwanis MUSD Crabfeed and Auction
Event Date(s)	Feb 06, 2026
Event Location (Facility Name and Address)	Milpitas Community Center
Is your Event Open to the Public	No
What is you anticipated Event attendance?	275
What is the purpose of the Event?	The funds raised support our annual programs that support the students of MUSD.
Is your event a Fundraiser	Yes
What percentage of your event fundraising proceeds will benefit the Milpitas Community?	60% or more
How will the Milpitas Community Benefit from this Event?	All funds raised will be used for our Annual \$6,000 scholarships , the Kohls for Kids event that provides clothing and school supplies and programs that enhance the education of Milpitas youth.
How will the City's contribution (if approved) be recognized in event media and publicity?	The City's contribution will be acknowledge on our Facebook page, the Crab Feed program and in announcements at the event.

Upload your Entity Status Letter (Entity Name listed on this application must match the Entity Status Letter Name)



Milpitas Kiwanis.jpg

Within 60 days after completion of the event for which a donation was received or a fee waiver was granted by the City of Milpitas, your organization will provide a report to the Director of Recreation and Community Services to include at minimum: number of participants, copies of all publicity of the event, any benefit to the community, amount of funds raised and an accounting of how the proceeds of the event will be dispersed. Failure to abide by the rules and procedures set forth in the City Council Donation/Fee Waiver Policy will result in the organization being denied for funding and/or fee waiver in the future. Draw your signature into the box below.

Dennis Grilli

Entry Info

Date Created	6 Nov 2025 - 01:57:54 PM
Date Updated	
IP Address	73.15.244.90

INTERNAL REVENUE SERVICE
P. O. BOX 2508
CINCINNATI, OH 45201

DEPARTMENT OF THE TREASURY

Date: 05/01/12

Employer Identification Number:

DLN:

17053074349003

KIWANIS CLUB OF MILPITAS FOUNDATION
C/O MICHAEL MENDIZABAL
PO BOX 360730
MILPITAS, CA 95036

Contact Person:

JOHN M WHITE

ID# 52118

Contact Telephone Number:

(877) 829-5500

Accounting Period Ending:

December 31

Public Charity Status:

509(a)(2)

Form 990 Required:

Yes

Effective Date of Exemption:

September 6, 2012

Contribution Deductibility:

Yes

Addendum Applies:

No

Dear Applicant:

We are pleased to inform you that upon review of your application for tax exempt status we have determined that you are exempt from Federal income tax under section 501(c)(3) of the Internal Revenue Code. Contributions to you are deductible under section 170 of the Code. You are also qualified to receive tax deductible bequests, devises, transfers or gifts under section 2055, 2106 or 2522 of the Code. Because this letter could help resolve any questions regarding your exempt status, you should keep it in your permanent records.

Organizations exempt under section 501(c)(3) of the Code are further classified as either public charities or private foundations. We determined that you are a public charity under the Code section(s) listed in the heading of this letter.

Please see enclosed Publication 4221-PC, Compliance Guide for 501(c)(3) Public Charities, for some helpful information about your responsibilities as an exempt organization.

Sincerely,



Director, Exempt Organizations

Enclosure: Publication 4221-PC

Letter 947 (DO/CG)



CITY OF MILPITAS AGENDA REPORT (AR)

Item Title:	Approve the Parks and Recreation and Community Services Programs Donation for a Memorial Bench in Honor of Segundo Cacao (Staff Contact: Renée Lorentzen, Recreation and Community Services Director, 408-586-3409)
Category:	Consent Calendar-Community Services and Sustainable Infrastructure
Meeting Date:	12/2/2025
Recommendation:	Approve the Parks and Recreation Donation for a Memorial Bench for Segundo Cacao at Strickroth Park.

BACKGROUND:

Milpitas City Council adopted revisions to the Donation for City Park and Recreation and Community Services Programs City Council Policy (Policy) on October 4, 2022. The Policy establishes guidelines, criteria, and processes for donations for City parks and Recreation and Community Services Department programs, including memorials to City-owned parks and recreation areas throughout the City of Milpitas. This Policy is consistent with the Council approved Budget Guidelines to provide process and procedure on the acceptance of financial donations.

On [November 3, 2025](#), the Parks, Recreation and Cultural Resources Commission (PRCRC) voted to recommend City Council approval of the Parks and Recreation Donation Application submitted by Edgar Cacao for the installation of a Memorial Bench at Strickroth Park for Segundo Cacao.

ANALYSIS:

The Policy outlines ways for businesses, community groups, or individuals to donate through:

- 1) Monetary Donations
- 2) Memorial Donations
- 3) Anonymous Donations
- 4) Non-Financial Donations

Donations that require ongoing maintenance and/or future replacement costs are first reviewed by the PRCRC for review and recommendation to the Milpitas City Council for final consideration.

As described in the donation application, Segundo Cacao was a veteran, long-time resident (1972) and a very active and dedicated member of the Filipino American Association of Milpitas Inc., supporting numerous Filipino cultural celebrations in Milpitas. After retiring from the United States Navy, he became a realtor which he enjoyed for over 30 years. Mr. Cacao passed away on October 24, 2025.

As outlined in the Policy “Memorial Donations” sections 2.6.3.1 and 2.6.3.4 respectively:

- Memorial Donations allow for individuals to contribute funds “in memory of” a family member who has passed away or retired and moved out of the area.
- Donation in memory of an individual must be appropriate and relevant to the Milpitas community, (i.e., past resident, business-person or other person having contributed to the good of the Milpitas community).

The PRCRC unanimously voted in favor of recommending the City Council’s final approval of the memorial bench donation.

POLICY ALTERNATIVE(S):

Alternative 1: Not approve the donation of a Memorial Bench in Honor of Segundo Cacao

Pros: City Staff will not have to work on the Memorial Bench Donation and will continue to work on currently assigned tasks.

Cons: The proposed memorial donation meets the Policy requirements.

Reason for Not Recommending: The proposed memorial donation meets the City Council Donation for City Parks and Recreation and Community Services Programs

FISCAL IMPACT:

Per the Donations to Parks and Recreation Programs Policy the Cacao family accepts all financial responsibility of the donation which includes the bench and plaque procurement and installation. Ongoing maintenance costs and future replacement costs will be incorporated into a future Public Works operating budget.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):

The action has no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment and is not a project pursuant to Pub. Resources Code, § 21065 and Cal. Code Regs., tit. 14, § 15378. Even if a project, the action is exempt from further CEQA review pursuant to Cal. Code Regs., tit. 14, § 15061(b)(3) as it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

ATTACHMENT(S):

- (a) Donation for City Parks and Recreation and Community Services Programs Policy
- (b) Parks, Recreation and Cultural Resources Financial Donation Form



CITY OF MILPITAS

Revision	Date
Original	03/19/2013
Revised	10/4/2022

CITY COUNCIL POLICY

Policy No: Click or tap here to enter text.	DONATIONS FOR CITY PARKS AND RECREATION AND COMMUNITY SERVICES PROGRAMS	Effective Date: 10/4/2022
Revision No: 1	Policy Administrator: Recreation and Community Services	Next Review Due: As needed
Related Policies and Procedures: Incorporates and replaces Original	Approved by: Click or tap here to enter text. Council meeting date, agenda item #, and vote	Date Approved: 10/4/2022

1. PURPOSE

- 1.1. This Policy establishes the guidelines, criteria, and processes for donations for City parks and Recreation and Community Services Department programs.
- 1.2. This Policy is consistent with the Council approved Budget Guidelines which state in part that the City Manager is authorized to accept grants or donations up to and including \$100,000, increase department revenues and appropriations accordingly, and execute related agreements as long as no matching funds are required, and departments do not require additional funding for ongoing maintenance costs or future replacement costs

2. POLICY

- 2.1. The City shall have the sole authority and the City Council shall have the final authority to approve donations except for monetary donations up to and including \$100,000 that do not require any matching funds, additional funding for ongoing maintenance costs or future replacement costs.
- 2.2. The City reserves the right to recognize donors, or, for memorial gifts, the named individual, in any other manner the City so chooses. No outside donor shall have the right to apply, control, or dictate the City's manner of recognition.
- 2.3. In the event the City chooses to recognize a donor, or for memorial gifts, the named individual, the manner of recognition shall be construed as the City's own speech under the government speech doctrine and no open forum shall be created by the City's exercise of its sole decision to recognize a donor or named individual at a certain location or in a certain manner.
- 2.4. Final review and action to accept or decline a donation, and recognition of the donor for accepted donations on behalf of the City of Milpitas is determined by the Milpitas City Council except for monetary donations up to and including \$100,000 that do not require any matching funds, additional funding for ongoing maintenance costs or future replacement costs. For these monetary donations, the final review and action rests with the City Manager.
- 2.5. The Parks, Recreation and Cultural Resources Commission (PRCRC) shall evaluate appropriate donations to City Parks or Recreation and Community Services programs and shall make recommendations to the City Council.
- 2.6. Financial Donations
 - 2.6.1. Donors may earmark monies for the purchase of specific materials, supplies, equipment, furnishings, and other items to the extent practical.



CITY OF MILPITAS

Revision	Date
Original	03/19/2013

DONATION FOR CITY PARKS AND RECREATION AND COMMUNITY SERVICES PROGRAMS/ POLICY

- 2.6.2. City staff will apply the funds as requested by the donor. Should additional or alternate uses for the funds be identified, staff will consult with the donor and receive written permission to apply funds differently.
- 2.6.3. Memorial Donations
 - 2.6.3.1 Memorial Donations allow for individuals to contribute funds “in memory of” a family member who has passed away or retired and moved out of the area.
 - 2.6.3.2 Memorial donations may not be contributed in memory of pets, or livestock.
 - 2.6.3.3 Individuals may name the City of Milpitas or Recreation and Community Services as a beneficiary in their wills, trusts, or other estate planning document. The will might stipulate that the funds (or interest from part of an estate) be used to purchase particular items or materials in certain service areas or support certain programs.
 - 2.6.3.4 Donation in memory of an individual must be appropriate and relevant to the Milpitas community, (i.e., past resident, business-person or other person having contributed to the good of the Milpitas community).
- 2.6.4. Anonymous Donations
 - 2.6.4.1 Donations with the request to remain anonymous will not be acknowledged in any donor listings.
- 2.6.5. Non-financial Donations
 - 2.6.5.1 In the event a donor desires to give materials, personal property, real property, fixtures and other things, non-monetary in nature, to the City, the proposed gift shall be presented to the Director of Recreation and Community Services in writing.
 - 2.6.5.2 All such non-monetary donations shall be subject to the City Manager or designee’s determination of probable value and viability for acceptance and placement.
 - 2.6.5.3 If determined by staff to be a viable donation, the Parks, Recreation and Cultural Resources Commission shall make a recommendation to the City Council for a final decision, except for monetary donations up to and including \$100,000, in which the final review and action rests with the City Manager.

3. PROCEDURE

- 3.1. Accepting Monetary Donation Requests
 - 3.1.1. All inquiries about monetary donations shall be directed to the Recreation and Community Services Director.
 - 3.1.2. If deemed a viable donation, potential donors shall be provided a copy of the Parks, Recreation and Cultural Resources Donation Form.
 - 3.1.3. Upon receipt of this completed form by the Director, the proposed donation shall be placed on the next appropriate PRCRC agenda.
 - 3.1.4. For monetary donations up to and including \$100,000 that do not require any matching funds, additional funding for ongoing maintenance costs or future replacement costs, staff will provide an informational item to the PRCRC for information purposes only. The donation will be accepted administratively. The



CITY OF MILPITAS

Revision	Date
Original	03/19/2013

DONATION FOR CITY PARKS AND RECREATION AND COMMUNITY SERVICES PROGRAMS/ POLICY

Director of Finance will report quarterly the acceptance of any grants and donations as part of the quarterly financial status report.

- 3.1.5. For any monetary donation, that requires any matching funds, additional funding for ongoing maintenance costs, future replacement costs, or any monetary donation over \$100,000, the PRCRC shall review the proposed donations and provide a recommendation for either accepting or declining the donation to the Milpitas City Council.
- 3.2. Accepting Non-financial Donation Requests
 - 3.2.1. All inquiries about non-financial donations shall be directed to the Recreation and Community Services Director.
 - 3.2.2. Recreation and Community Services Director will coordinate the review of any non-financial donations with other City Departments affected by the donation, including but not limited to the Office of the City Attorney, Finance and Public Works.
 - 3.2.3. If deemed a viable donation, potential donors shall be provided a copy of the Parks, Recreation and Cultural Resources Donation Form.
 - 3.2.4. Upon receipt of this completed form by the Director, the proposed donation shall be accepted by the City Manager or their designee if there are no ongoing maintenance or future replacement costs. Otherwise, the donation shall come to the PRCRC for approval with an estimated value of up to and including \$25,000 and to the PRCRC for recommendation for City Council approval with an estimated value greater than \$25,000.
 - 3.2.5. The PRCRC shall receive a quarterly report on received non-financial donations received for up to and including \$25,000 at a regularly scheduled meeting.

DONATION FOR CITY PARKS AND RECREATION AND COMMUNITY SERVICES PRO... #6

Approval Progress

- 1

Renee Lorentzen

--pending approval--

Notified 2 weeks, 5 days ago

Final Approval Status: **-Pending Approval-**

Add Note (optional)

[Approve](#) [Deny](#)

Donor Name	Edgar Cacao
Address	 United States
Phone	
Email	
Type of Donation	☒ Non-Financial Donation (i.e. fixtures, real property)
Would you like your donation to remain anonymous?	☒ No
FINANCIAL DONATIONS	
Donation Type (select one)	Memorial Donation (funds in memory of a family members who passed away or retired and moved out of the area, i.e. memorial bench)
Amount of Donation (Please note that memorial benches require a \$5,000 donation. Should costs for bench & plaque purchase exceed that amount, donor is responsible for the difference.)	\$5000.00
"Donation for Future Purchase" (non-memorial/beneficiary)	☒ I have a park or specific program I would like to earmark my donation to
"Memorial Donations" (non-beneficiary)	☒ Memorial Bench
Name of "in Memory" Milpitas Resident	Segundo Cacao
How many years did the Resident live in Milpitas (indicate dates)	1972-2025

"In Memory" Resident has:

✓ Passed Away

Describe the Resident's relevant contributions to the good of the Milpitas community, justifying a bench in their memory.

Segundo Cacao was a very active member of the Filipino American Association of Milpitas Inc. And a Realtor for over 30 years.

Upload any certificates or commendations related to the resident's contributions.

Beneficiary Donation

✓ One time Donation

NON-FINANCIAL DONATIONS

Donation Description

N/a

Park/Program/Service I'd like to earmark my donation (if applicable)

Donation Condition

Date Purchased

Donation Value

Donation Specifications (length, height, depth, weight)

Upload Valuation Information

I understand that final review and action to accept or decline a donation, and recognition of the donor for accepted donations on behalf of the City of Milpitas is determined by the Milpitas City Council except for monetary donations up to and including \$100,000 that do not require any matching funds, additional funding for ongoing maintenance costs or future replacement costs. For these monetary donations, the final review and action rests with the City Manager. Non-monetary donations shall be subject to the City Manager or designee's determination of probable value and viability for acceptance and placement.

Edgar Cacao

Text

Edgar Cacao

Entry Info

Date Created

30 Oct 2025 - 10:00:05 AM

Date Updated

IP Address

76.102.9.125



CITY OF MILPITAS AGENDA REPORT (AR)

Item Title:	Hold a Public Hearing on an Appeal of the Planning Commission's Decision to Approve Associated Planning Entitlements for a New Industrial Building at 1000 Gibraltar Drive (Staff Contact: Jay Lee, Planning Department, 408-586-3077)
Category:	Public Hearings-Community Development
Meeting Date:	12/2/2025
Recommendation:	(1) Conduct a public hearing; (2) Determine that the Addendum to the 1000 Gibraltar Drive Final Environmental Impact Report (State Clearinghouse No. 2020069024) adequately analyzes the potential environmental impacts associated with the Proposed Project, and that the Addendum is in compliance pursuant to CEQA Guidelines §15162 and §15164; and (3) Adopt a Resolution denying the appeal and affirming the Planning Commission's decision to approve Site Development Permit No. SD24-0006, Environmental Assessment No. EA24-0002, and Tree Removal Permit No. TR25-0021 to remove and replace 25-ordinance sized trees, demolish all existing structures on the site including four industrial/office buildings, surface parking lots, and associated improvements, and develop a new, one-story, 487,564-square foot tilt-up concrete industrial building with office space and associated site improvements on an approximately 28.96-acre site in the M2 (Heavy Industrial) Zoning District located at 1000 Gibraltar Drive (also known as 1001 S. Milpitas Blvd).

BACKGROUND:

The subject property, located at 1000 Gibraltar Drive (also known as 1001 S. Milpitas Blvd.) (APN 086-42-033) encompasses approximately 28.96 acres in the M2 (Heavy Industrial) Zoning District with an MFG (Manufacturing) General Plan Land Use Designation (Project Site). The Project Site is surrounded by other similarly zoned industrial uses with other warehousing and office uses. The site was historically used as a corporate campus with four (4) existing industrial/office buildings, totaling approximately 397,009-square feet with surface parking lots, ancillary structures, and associated landscaping. Lifescan, Inc., a research and development company specializing in medical devices, acquired the site in 1986 and was the longest operator of the site for 29 years until operations ceased in 2015. The City of Milpitas (City) building permit records show minimal and short-term activity with no major long-term tenants on the site between 2015 and ending in late 2017, including minor interior tenant improvements and mechanical/electrical work for two other industrial companies. Overall, the Project Site has been vacant since 2018.

On [March 24, 2021](#), the Planning Commission adopted Resolution No. 21-006 and 21-007, approving a Site Development Permit No. SD19-0008, Tree Removal Permit No. TR19-0007, and Environmental Assessment No. EA20-0004 to remove and replace 88 ordinance-size trees with approximately 215 new trees, demolish existing onsite buildings, surface parking lots, and associated improvements, and construct a new 491,040 square-foot tilt-up concrete industrial building as a warehouse and distribution center with office space, new surface parking lots, and associated site improvements (Previously Approved Project) at the Project Site. Copies of the Previously Approved Project's Planning Commission Staff Report and both resolutions are included as Attachment B. The City, as Lead Agency for the environmental assessment, prepared an environmental impact report for the Previously Approved Project in accordance with the California Environmental Quality Act (CEQA), pursuant to Public Resources Code Sections 21080(d) and 21082.2(d) and CEQA Guidelines Section 15064. The Planning Commission certified the 1000 Gibraltar Drive Final Environmental Impact Report (SCH #2020069024) (Attachment C) at the same hearing date per Resolution No. 21-007.

After the Previously Approved Project's entitlements were approved, the former applicant (Overton Moore Properties "OMP"), on behalf of the former property owner (CTC Property, LLC), sold the existing entitlements and property to a new property owner, Amazon.com Services, LLC (Amazon). Amazon submitted a time extension request (P-TE22-0003) in May 2022 pursuant to MMC Section [XI-10-64.06](#), Expiration of Permit or Approvals. Subsequently, the Planning Commission approved the time extension request at a public hearing on June 22, 2022, to extend the prior entitlements until March 21, 2024. The aforementioned MMC Section only allows for a one time, time extension request for all approved entitlements. Any entitlements that expire after the extended date and do not vest must re-apply for new entitlements.

The Previously Approved Project application was submitted before the global COVID-19 pandemic, and received approval of its entitlements in the midst of the pandemic during unstable market conditions and at a time when costs to construct and finance the development were at their peak. As a result, the potential development was put on hold until speculative market conditions improved. However, the existing project entitlements expired and the Previously Approved Project was never built. As market conditions began to improve with changing demands over time, Amazon wanted to propose a similar but modified industrial building to still be used as a warehouse and distribution center at the Project Site designed more as a "last mile" facility for one tenant instead of the Previously Approved Project "cross-docking" speculative design for up to two tenants. Amazon contracted with a new applicant team to prepare a revised project proposal modeled after the Previously Approved Project.

In September 2024, Panattoni Development Company (Applicant), on behalf of Amazon, submitted a new application request for Planning Commission approval of Site Development Permit No. SD24-0006, Environmental Assessment No. EA24-0002, and Tree Removal Permit No. TR25-0021 to remove and replace 25-ordinance sized trees, demolish all existing structures on the site including four industrial/office buildings, surface parking lots, and associated improvements and develop a new, one-story, 487,564-square foot tilt-up concrete industrial warehouse building with office space and associated site improvements on the same Project Site (Proposed Project). Proposed site improvements include new internal roadways, landscaping, offsite public improvements, and a new surface parking lot with 781 vehicle parking spaces, 50 oversized parking stalls for tractor-trailers, and 27 loading dock doors. As a Lead Agency, the City prepared an Addendum to the 1000 Gibraltar Drive Final Environmental Impact Report (SCH No. 2020069024) (Addendum) in accordance with the California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164. The Addendum and the MMRP with supporting appendices are included as Attachment D.

Additional details regarding the Proposed Project and staff's analysis can be found in the Planning Commission staff report dated [September 10, 2025](#), included as Attachment E with Resolution 25-012 and the Project Plans as Attachments F-G.

On [September 10, 2025](#), the Planning Commission (PC) held a public hearing to consider the Proposed Project entitlements. After receiving a presentation from staff, hearing from the Applicant, Property Owner, and the public, the PC closed the public hearing and voted 6-0-1, with one Commissioner absent, to approve the Modified Proposed Project including the Addendum with the adoption of Resolution No. 25-012. The PC meeting minutes for the Proposed Project are included as Attachment H and are summarized below.

- The PC had clarifying questions to City staff, Amazon, and the Applicant regarding truck routes, electric vehicle charging in the parking lot, the type of facility operations as a sub same-day delivery model with on-site goods for rapid delivery and gig-style drivers (Flex program), creation of approximately 363 on-site jobs not including the gig-style drivers, real estate costs and investments, and sales tax.
- Two members of the public spoke on behalf of Carpenters Local Union #405, discussing general concerns related to Amazon's history of the use of non-union contractors and encouraging the Commission to require binding commitments for use of union local labor with living wages, and a request of the Commission to continue the item for additional time to review the Addendum.
- Additional clarifying discussion after closing public forum including the CEQA Consultant (First Carbon Solutions) confirming the Proposed Project has no new significant impacts, and that Addendums do not require public circulation per CEQA. Amazon clarified their labor practices, workforce programs, wages, truck and delivery operations. The City Attorney clarified that the Planning Commission's decision must be based only on the three proposed Planning Entitlements.

Notably, at no time during the hearing on September 10, 2025, or prior to that point, did anyone submit a comment asserting that the addendum failed to adequately address the stormwater related impacts of the Project, including those stemming from any increase in impervious surface area on the site.

On September 22, 2025, the City Clerk’s Office received a timely-filed appeal pursuant to MMC [XI-500-14.00](#) from the Mitchell M. Tsai Law Firm on behalf of Carpenters Local Union #405 (Appellant), requesting the City Council to reconsider the Planning Commission’s September 10, 2025 decision approving the Proposed Project entitlements. The Appellant provided a letter with the appeal stating the reasons why they believe they should be granted an appeal, attached as Attachment I to the Agenda Report.

The Applicant provided a response letter to the Appellant’s argument for the appeal that includes supporting attachments from the Proposed Project’s CEQA Consultant (First Carbon Solutions) and engineering firm Kier + Wright (Attachment J).

ANALYSIS:

Appeal Letter Summary

The Appellant’s basis for the appeal is that the Addendum to the 1000 Gibraltar Drive Final Environmental Impact Report (SCH #2020069024) is inadequate, that additional environmental review in the form of a subsequent or supplemental EIR should be conducted and that the Notice of Determination should be withdrawn. Table 1 of the Addendum below shows comparisons between the Previously Approved Project and the Proposed Project and was included in the Appellant’s response letter on page 2, which includes the argument that the Proposed Project “seems to be relatively similar to the previously reviewed version except for the *dramatic* increase in impervious surface area.” The letter does not mention the latest Santa Clara County Urban Runoff Pollution Prevention Program (SCVURPPP) C.3 thresholds. Key points of the letter are summarized below:

1. The Addendum and the previously certified EIR are missing an analysis of flood zone impacts.
2. Concerns that the additional impervious surface area with the Proposed Project already designated as a “moderate” site combined with a site to the east designated as a significant potential flood site has the potential to result in additional concerns for more flood risk
3. The EIR and EIR Addendum do not adequately discuss the potential flood zone impacts of the subject site being within a FEMA Flood Zone X (Shaded) with an adjacent site as an Zone AO.

Table 1: Comparisons of Previously Approved Project vs. Proposed Project

	Existing Conditions	Previously Approved Project	Proposed Project	Difference (Previously Approved vs. Proposed)
Number of Buildings	4	1	1	0
Demolition (square feet)	n/a	397,009	397,009	0
Total Square Footage		491,040	487,564	-3,476
Warehouse	397,009 square feet	486,130 square feet	476,864 square feet	-9,266
Office		4,910 square feet	10,700 square feet	+5,790
Floor Area Ratio (FAR)	0.31	0.38	0.38	+.01
Impervious Surface Area (square feet)	876,485	928,755 (additional 52,270)	982,012 (additional 105,527)	+53,257
Height (feet)	1 to 2 stories	42	46.5	+4.5
Protected Tree Removal	N/A	88	18 ¹	-63
Employees	N/A	330	363	+33
Notes: ¹ Seven protected status trees have been removed between certification of the previous FEIR and the currently proposed project. These trees were removed as a result of their declining health. In total, the proposed project and current existing conditions results in 25 fewer protected trees on-site.				

	Existing Conditions	Previously Approved Project	Proposed Project	Difference (Previously Approved vs. Proposed)
Source: City of Milpitas. 2020, Initial Study 1000 Gibraltar Drive. June. City of Milpitas. 2020. 1000 Gibraltar Drive Draft Environmental Impact Report, State Clearinghouse No. 2020069024. December. Stantec, Kier-Wright. 2025. SSD–SSJ1 Entitlement Package. June 26. Santa Clara Valley Urban Runoff Pollution Prevention Program. 2025. Provision C.3 Data Form for Gibraltar Industrial. August 8.				

Responses to Appeal Letter

Appellant failed to raise any concerns related to impervious surface area during or prior to the Planning Commission hearing. Nor did Appellant prior to that hearing or this appeal submit any factual evidence showing that this change in surface area would affect the environmental impacts previously studied in the EIR, including given the current conditions of approval, required stormwater improvements, and the Stormwater Quality Control Plan. Not only did Appellant fail to raise the issue on appeal at the prior hearing, Appellant has failed to support the argument in their notice of appeal with factual evidence.

There are already existing established procedures for Federal Emergency Management Agency (FEMA) flood zone compliance as part of the City's standard practices. City staff reviews projects removing/replacing impervious surfaces improvements pursuant to the latest Santa Clara County Urban Runoff Pollution Prevention Program (SCVURPPP) C.3 thresholds managed by the City's Land Development Division during the Planning Entitlement review phase of the development review process and is codified in the City's MMC Section XI-16, Stormwater and Urban Runoff Pollution Control. Effective July 1, 2023, all nonresidential development/redevelopment projects that create and/or replace 5,000 square-feet or more of impervious surface on the project site and single-family residential projects creating or replacing 10,000 square feet or more of impervious surface must complete the SCVURPPP Provision C.3 Data Form worksheet and submit it with the development project application. However, Public Works Land Development staff will check the applicable flood zone requirements and require appropriate improvements or conditions of approval for all projects resulting in changes to the impervious surface area. Additional information clarifying the project's potential impact on flooding is below.

1. Any new project replacing over 5,000 square feet or more of impervious surface area will have to submit the SCVURPPP Provision C.3 Data Form to the City as part of the planning entitlement review process. The Applicant has already coordinated and submitted the C.3 Data Form to the City (Attachment K). and will improve the site upon its existing condition. The existing site has been improved with the current development since 1980, and has been vacant and unmaintained since 2018. The Kier + Wright engineering firm letter as part of the Applicant Response Letter (Attachment J) indicates that the improved onsite stormwater management proposed as part of this project would actually result in a reduction of peak stormwater flows compared to existing conditions although the Proposed Project would increase the total impervious surface area from 851,336-square feet to 982,012-square feet. Design features as part of the C.3 requirements including the addition of five (5) bioretention basins help reduce runoff and improve stormwater detention. Overall, the engineering letter and studies done as part of the Proposed Project's entitlement review indicate that the construction of the new project would improve onsite stormwater management and reduce peak stormwater flows compared to existing conditions.
2. Although the appeal letter states that the Project Site is in moderate flood risk, the site is in FEMA Flood Zone X (Shaded) (Attachment L), meaning that there is a 0.2 percent chance of a flood hazard each year. The Project Site is not in a Special Flood Hazard Area and, therefore, the proposed building and development do not need to be elevated to minimize potential flood impacts. The Public Works Land Development Division will coordinate with the Applicant during the building permit review phase to determine compliance with FEMA requirements. Additionally, regarding existing conditions and any history of flooding in Project Site and surrounding area, the City of Milpitas Storm Drain Master Plan 2021 (SDMP) evaluated the existing public storm drain system and identified potential flood areas from a 10-year storm. Per Figure 3-1 of the SDMP, there was no flooding near the Project Site.
3. The EIR and Addendum discussed and analyzed flood zone impacts and concluded the impacts to be "less than significant" rather than "no impact" as stated in the appeal letter. This discussion can be found in the DEIR (pg. 61) under X c(i)-(iv) and in the Addendum (pg. 107) under X c(i)-(iv).

4. A certified EIR is not subject to legal challenge after the statute of limitations has expired as discussed in Attachment J. The EIR for the previously approved version of the project was certified by the City acting as the lead agency on March 24, 2021, and a Notice of Determination was filed on April 2, 2021. The statute of limitations for challenging the certified EIR has long since expired and the certified EIR may no longer be challenged. Thus, the Appellant's challenge of the certified EIR should not be considered on appeal. Due to the similarity of the Proposed Project to the previously approved project, the City prepared an Addendum to the previously certified EIR, which concluded that the Proposed Project would not result in any new impacts. However, the appeal letter challenges the adequacy of the previously certified EIR without addressing the adequacy of the Addendum or identifying any new impacts resulting from changes to the project. See *Friends of the College of San Mateo Gardens v. San Mateo County Community College District* (2016) 1 Cal.5th 937, 949.
5. Public Works Land Development Division staff have already added conditions of approval to ensure the Applicant provides the final improvement plans including a Stormwater Control Plan during the building permit review process and will be required prior to building permit issuance, which will be reviewed for compliance with applicable local, regional, state, and federal regulations related to stormwater and flooding. The Land Development Division's City webpage contains resources and information related to private development projects, flood zone impacts, and C.3 requirements. Additionally, a Stormwater Management Facilities Operation and Maintenance Agreement will be required associated with the stormwater control plan including perpetual maintenance of treatment areas/units. Other Proposed Project improvements to associated infrastructure improvements including storm drain design will be required prior to off-site plan approval and encroachment permit issuance. Furthermore, staff would not have taken the Proposed Project to a public hearing until all major revisions or concerns to the entitlement submittal have been addressed by all reviewing City Departments. Additionally, the Applicant must agree to conditions of approval under the purview of each reviewing Department prior to the any project's public hearing, which often include a list of additional requirements the project must meet and demonstrate compliance with during various stages of the building permit review phase post-entitlement and includes the requirement to pay applicable utility development impact fees. The Proposed Project's conditions of approval were included as part of the Planning Commission's Resolution No. 25-012 and have been included in the City Council's Resolution with no changes proposed from the existing list.

In short, Appellant suggests that any increase in impervious surface area must necessarily result in a substantial increase in the severity of stormwater related environmental impacts requiring major revisions of the previous EIR. But Appellant fails to provide any factual basis in the record or otherwise showing that this difference would result in substantial erosion or siltation on or off-site, substantially increase the rate or amount of surface runoff in a manner that would result in flooding, substantially alter the existing drainage pattern of the site, exceed the capacity of existing or planned storm water drainage systems, provide substantial additional sources of polluted runoff, materially impede or redirect flood flows, or otherwise change the prior environmental analysis. Appellant gives no explanation why the current stormwater controls required on the project, which factor in any increase in impervious surfaces, do not adequately address these impacts.

To the contrary, the current project, including any additional impervious surfaces, will be built to the same or more rigorous stormwater control standards and conditions of approval that informed the prior analysis, including those within the Stormwater Quality Control Plan, and result in similarly limited and controlled environmental impacts that were adequately studied and addressed in the EIR. The project as currently conditioned continues to have hydrology and flooding impacts that are less than significant, with all regulatory requirements and best practices met. Appellant has identified a distinction from the prior project, which was adequately addressed in the Addendum and project conditioning and review, but fails to recognize how the current conditions on the project address this increased surface area, resulting in the project presenting substantially the same stormwater impact profile as before. Moreover, Appellant has failed to indicate any factual basis to believe this distinction is substantial or results in a difference to the prior analysis, let alone one that meets the standard for further environmental review pursuant to Public Resources Code Section 21166.

Therefore, staff recommends that the City Council adopt a resolution denying the appeal and affirming the Planning Commission's decision to approve Site Development Permit No. SD24-0006, Environmental Assessment EA24-0002, and Tree Removal Permit No. TR25-0021 to construct the Proposed Project. The existing 28.96-acre lot has been vacant and underutilized with no active tenant or maintenance to the site and

its facilities for over nine years, and would add an active warehousing and distribution center which is a principally permitted use with landscaping and offsite public improvements in the Heavy Industrial Zoning District, and include modern day improvements to stormwater and drainage infrastructure on the site.

POLICY ALTERNATIVE(S):

Alternative 1: Direct staff to draft a resolution to uphold the appeal and deny the Proposed Project.

Pros: A different project with other uses could be proposed at this site in accordance with the General Plan land use designation of Manufacturing and the M2 Heavy Industrial Zoning District.

Cons: The existing tenant space will remain vacant until a new tenant is proposed or a new development is proposed, which will require new planning entitlements. Unless a new development is proposed and constructed, the City would also lose an opportunity to collect development impact fees, require offsite public improvements, and benefit from increased property and potentially sales tax revenue.

Reason for Not Recommending: The Proposed Project meets the required findings for approval and is consistent with the City's General Plan land use goals. The Proposed Project also would retain and revitalize an underutilized and large vacant industrial site with a permitted warehouse and distribution use, likely increasing property and sales tax revenue.

PROJECT SCHEDULE/KEY MILESTONES

City Council Approval: 12/2/25

Estimated Start of Construction: 2/10/26

Estimated Substantial Completion: 12/15/26

Estimated Final Occupancy: 1/29/27

FISCAL IMPACT:

If the Proposed Project is approved, the Applicant will apply for various building permits and encroachment permits to demolish all existing structures, and construct the new onsite buildings, site improvements, and offsite public improvements in the surrounding area. The new redeveloped site and business use is expected to generate additional revenue to the City through new employment land and sales taxes. The Office of Economic Development has provided a letter outlining potential fiscal impacts (Attachment M).

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):

The City as Lead Agency determined that pursuant to CEQA Guidelines Sections 15162 and 15164 (Addendum to an EIR or Negative Declaration), an Addendum to the 1000 Gibraltar Drive FEIR (SCH No. 2020069024) should be prepared for the proposed Project, which was published on the City's website on September 5, 2025. Sections 1.2.1 (Findings) and 1.2.2 (Conclusions) of the Addendum finds that the impacts of the proposed Project remain consistent with the impacts previously analyzed in the certified 1000 Gibraltar Drive FEIR. The Addendum further concludes that the Proposed Project does not require any substantial revisions to the 1000 Gibraltar Drive FEIR, and that no new significant information or changes in circumstances surrounding the Proposed Project have occurred since the certification of the 1000 Gibraltar Drive FEIR, and that no subsequent EIR is necessary.

As required by Public Resources Code Section 21081.6(a)(1), an updated Mitigation Monitoring and Reporting Program (MMRP), adapted from the FEIR, was prepared and requires the relevant applicable mitigation measures from the FEIR to apply to the Addendum. The Addendum and its MMRP with supporting technical reports and information to the Addendum are included as Attachment D to this agenda report, demonstrates that the previous analysis completed for the 1000 Gibraltar Drive FEIR remains adequate under CEQA; therefore, no further environmental review is required.

ATTACHMENT(S):

- (a) City Council Resolution
- (b) 1000 Gibraltar Dr Planning Commission 3-24-21 Staff Report, Resolutions 21-006 and 21-007
- (c) [PC 1000 Gibraltar Dr Draft and Final Environmental Impact Report \(SCH #2020069024\)](#)
- (d) PC 1000 Gibraltar Dr Addendum, MMRP, Appendices A-D
- (e) PC 1000 Gibraltar Staff Report 9.10.25
- (f) PC 1000 Gibraltar Resolution 25-012

- (g) PC 1000 Gibraltar Project Plans
- (h) 9-10-25 PC Meeting Minutes
- (i) 1000 Gibraltar Dr - Appeal Application and Letter
- (j) 1000 Gibraltar Dr - Applicant Response Letter to Appeal with Attachments FCS and KW
- (k) 1000 Gibraltar Dr C.3 Data Form
- (l) 1000 Gibraltar FEMA FIRMETTE Map
- (m) Office of Economic Development - 1000 Gibraltar Letter of Support

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILPITAS, DENYING THE APPEAL BY AFFIRMING THE PLANNING COMMISSION'S DECISION TO APPROVE SITE DEVELOPMENT PERMIT NO. SD24-0006, ENVIRONMENTAL ASSESSMENT NO. EA24-0002, AND TREE REMOVAL PERMIT NO. TR25-0021, TO REMOVE AND REPLACE 25-ORDINANCE SIZED TREES, DEMOLISH ALL EXISTING STRUCTURES ON THE SITE INCLUDING FOUR INDUSTRIAL/OFFICE BUILDINGS, SURFACE PARKING LOTS, AND ASSOCIATED IMPROVEMENTS, AND DEVELOP A NEW, ONE-STORY, 487,564-SQUARE FOOT TILT-UP CONCRETE INDUSTRIAL BUILDING WITH OFFICE SPACE, SURFACE PARKING LOTS, 781 VEHICLE PARKING SPACES, 50 OVERSIZED TRUCK TRAILER PARKING SPACES, AND ASSOCIATED SITE IMPROVEMENTS ON AN APPROXIMATELY 28.96-ACRE SITE IN THE M2 (HEAVY INDUSTRIAL) ZONING DISTRICT LOCATED AT 1000 GIBRALTAR DRIVE (ALSO KNOWN AS 1001 S. MILPITAS BLVD.) (APN 086-42-033); AND ADOPT THE ADDENDUM TO THE 1000 GIBRALTAR DRIVE FINAL ENVIRONMENTAL IMPACT REPORT (SCH NO. 2020069024), MAKING CEQA FINDINGS PURSUANT TO CEQA GUIDELINES SECTION 15162 AND 15164.

WHEREAS, on March 24, 2021, by adoption of Resolution No. 21-006, the Planning Commission of the City of Milpitas approved to demolish existing onsite buildings, parking lots, and associated improvements and to remove and replace 88 ordinance-sized trees, construct a new, 491,040-square foot tilt-up concrete distribution center with office space, parking lots, 346 vehicle parking spaces, 101 truck trailer spaces, and associated site improvements located at 1000 Gibraltar Drive per Site Development Permit No. SD19-0008, Environmental Assessment EA20-0007, and Tree Removal Permit TR19-0007 (the "previous project"); and

WHEREAS, in order to evaluate the previous project under the California Environmental Quality Act ("CEQA," codified at Public Resources Code § 21000, *et seq.*, as further governed by the CEQA Guidelines, found at 14 C.C.R. § 15000, *et seq.*), an environmental impact report was prepared (the Draft EIR, as revised by the Final EIR's errata section, together with the other sections of the Final EIR, are collectively referred to herein as the "1000 Gibraltar Drive FEIR," State Clearinghouse No. 2020069024) was certified on March 24, 2021, by the Planning Commission by adoption of Resolution No. 21-007 available for review at <https://www.milpitas.gov/379/Environmental-Documents-CEQA>; and

WHEREAS, on June 22, 2022, by adoption of Resolution No. 22-008, the Planning Commission of the City of Milpitas approved a time extension request per Time Extension No. TE22-0005 to extend the expiration date of the previous project's entitlements, Site Development Permit No. 19-0008 and Tree Removal Permit No. TR19-0007 to March 24, 2024. The approved project entitlements expired as the development did not vest the previous project per Milpitas Municipal Code Section XI-10-64.06, Expiration of Permit or Approvals, and was not constructed; and

WHEREAS, on November 25, 2024, Panattoni Development Company ("Applicant"), on behalf of the property owner, submitted an application to the City of Milpitas for the approvals necessary for Site Development Permit SD24-0006, Environmental Assessment EA24-0002, and Tree Removal Permit

TR25-0021. The proposed development (the “Project”) is a similar but modified version of the previous project, thus consists of and requires:

- a. *Site Development Permit (P-SD24-0002)*: Develop a new, one-story, 487,564-square foot tilt-up concrete industrial building with office space and associated site improvements, including new internal roadways, landscaping, offsite public improvements, and a new surface parking lot with 781 vehicle parking spaces, 50 oversized parking stalls for tractor-trailers, and 27 loading dock doors; and
- b. *Environmental Assessment (P-EA24-0002)*: Consider an Addendum to the 1000 Gibraltar Drive Final Environmental Impact Report (State Clearinghouse No. 2020069024); and
- c. *Tree Removal Permit (P-TR25-0021)*: To remove 25-ordinance sized trees pursuant to Section X-2-4.02 of the Milpitas Municipal Code.

WHEREAS, Milpitas City Staff conducted a full analysis of the Project to ensure compliance with the City’s General Plan, Zoning Ordinance, Engineering Design Requirements, Transportation Analysis Guidelines, and all other applicable laws, regulations and standards, as all further explained in detail in City staff’s report to the Planning Commission; and

WHEREAS, the Planning Division completed an environmental impact assessment for the project in accordance with the California Environmental Quality Act (“CEQA”) and prepared an Addendum to the 1000 Gibraltar Drive FEIR in accordance with CEQA, and State and local guidelines implementing CEQA; and

WHEREAS, the Addendum to the 1000 Gibraltar Drive FEIR concluded that impacts of the proposed Project are consistent with or less than the previous project and the environmental analysis conducted for the same;

WHEREAS, in connection with the approval of a project involving the preparation of an environmental impact report that identifies one or more significant effects, CEQA requires the decision-making body of the lead agency to incorporate feasible mitigation measures that would reduce those significant environment effects to less than significant level; and

WHEREAS, whenever a lead agency approves a project requiring the implementation of measures to mitigate or avoid significant effects on the environment, CEQA also requires a lead agency to adopt a Mitigation Monitoring and Reporting Program to ensure compliance with the mitigation measures during the project implementation; and

WHEREAS, the City of Milpitas is the lead agency, and the Milpitas Planning Commission is the decision-making body for the proposed Project; and

WHEREAS, on September 10, 2025, the Planning Commission held a duly noticed public hearing on the subject application, at which all those in attendance were given the opportunity to speak on the Project; and

WHEREAS, the Milpitas Planning Commission reviewed and considered the Addendum to the 1000 Gibraltar Drive FEIR (“Addendum”), attached hereto and incorporated herein as **Exhibit 2**, together

with the Addendum's Mitigation Monitoring and Reporting Program for the Project, attached hereto and incorporated herein as **Exhibit 3**, and adopted the Addendum's Mitigation Monitoring and Reporting Program, as modified by this Resolution, to ensure the Project is in compliance with CEQA and State and local guidelines implementing CEQA at its meeting on September 10, 2025; and

WHEREAS, per 14 C.C.R. §§ 15162 and 15164, the Planning Commission adopted the Addendum, together with its findings and conclusions that no supplemental or subsequent environmental review is required because: (a) no substantial changes are proposed in the Project which will require major revisions of the 1000 Gibraltar Drive FEIR; (b) no substantial changes have occurred with respect to the circumstances under which the Project is being undertaken which will require major revisions in the 1000 Gibraltar Drive FEIR; and (c) no new information which was not known and could not have been known at the time the 1000 Gibraltar Drive FEIR was certified has become available; and

WHEREAS, as separate and independent bases, the Planning Commission found and determined that the Project is exempt from further CEQA review pursuant to CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning); and

WHEREAS, the Planning Commission of the City of Milpitas approved Site Development Permit No. SD24-0006, Environmental Assessment EA24-0002, and Tree Removal Permit TR25-0021 at the public hearing on September 10, 2025; and

WHEREAS, on September 22, 2025, within the time allowed by the Milpitas Municipal Code, Michael M. Tsai Law Firm on behalf of Carpenters Local Union #405 ("Appellant") appealed the Planning Commission's approval of issuance of Site Development Permit No. SD24-0006, Environmental Assessment EA24-0002, and Tree Removal Permit TR25-0021; and

WHEREAS, on November 18, 2025, the City Council held a duly-noticed public hearing on the appeal, at which time all those in attendance were given the opportunity to speak on the Project; and

WHEREAS, the City Council considered all of the written and oral testimony presented at the public hearing on the appeal, including evidence presented by City staff, the Appellant, and the public in making its decision.

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

SECTION 1. Recitals

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

SECTION 2: Record

The location and custodian of the documents or other material which constitute the record of proceedings upon which this decision is based is within the Planning Department, City of Milpitas, 455 East Calaveras Boulevard, Milpitas, California 95035.

SECTION 3. CEQA Finding

An Addendum to the 1000 Gibraltar Drive Final Environmental Impact Report (FEIR) (SCH No. 2020069024) was published on September 5, 2025. The Addendum finds that the impacts of the proposed Project remain consistent or less than with the impacts previously analyzed in the certified 1000 Gibraltar Drive FEIR. The Addendum further concludes that proposed Project does not require any substantial revisions to the 1000 Gibraltar Drive FEIR, that no new significant information or changes in circumstances surrounding the proposed Project have occurred since the certification of the 1000 Gibraltar Drive FEIR, and that the previous analysis completed for the 1000 Gibraltar Drive FEIR remains adequate under CEQA. As further discussed in the Addendum, the Addendum's Mitigation Monitoring Reporting Program (MMRP) has been updated to identify the relevant mitigation measures applicable to the Project from the 1000 Gibraltar Drive FEIR's MMRP. The City Council therefore finds that its actions are consistent with CEQA and CEQA Guidelines Sections 15162 and 15164, and that no additional environmental review is required. The City Council hereby approves and affirms the adoption of this Addendum and its Mitigation Monitoring and Reporting Program, attached hereto and incorporated herein as **Exhibit 2** and **Exhibit 3**, respectively.

SECTION 4. Site Development Permit (MMC Section XI-10-57.03(F))

The City Council confirms the following findings based on the evidence in the public record in approving Site Development Permit No. SD24-0006:

- 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 proposed Project's architecture is reflective of a modern and 'Contemporary' architectural style that incorporates various wall planes and massing elements that adds interest to the proposed elevations and was modeled to be similar from the previously approved building. The high-quality architecture sets a new standard for future development in the heavy industrial zoned area. Although the proposed warehouse will be one-story tall, the proposed architectural design with alternating colors, delineations, and materials provides the illusion that the building could be more than one-story. The exterior façade of the Project includes three, two-story glass corners including the main office entry and surrounding site vantage points while the bulk of the structure is offset by various façade elements including concrete panel accents and multi-colored paint patterns with three different shades of gray and a blue accent trim and two types of blue-glazed glass.

The proposed landscaping plan is compatible as it adds a variety of drought tolerant groundcovers and approximately 234 new trees, in addition to retaining approximately 58 existing trees along the perimeter of the site and will include modern stormwater bioretention areas. The proposed new surface parking lots will also be a substantial improvement from the existing unmaintained site with new striped parking stalls, EV ready and EV charging stalls, landscaping, and delineated areas for trucks, employee/visitor parking, and flex delivery drivers.

Generally, buildings surrounding the Project site vary in height. At a maximum height of 46.5-feet up to 49.5-feet to the top of parapet, the proposed building complements neighboring one- to two-story buildings that are also industrially zoned uses. The varying rooflines add to the building's aesthetic and the Applicant has provided line of sight studies in the proposed plan set

to ensure that rooftop equipment is adequately screened by parapets from any ground or street level vantage point, as well as realistic renderings which demonstrate that the proposed Project will be compatible to the neighborhood in scale, bulk, and height and will be aesthetically harmonious with adjacent and surrounding development.

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

The Project site is zoned M2 (Heavy Industrial). It is anticipated that the facility would operate as a warehousing and distribution center and is a permitted use per MMC Table XI-10-7.02-1 “Industrial Zone Uses”. As demonstrated in Table 1, the Project complies with the required setbacks, number of parking spaces, landscaped area, and maximum floor area ratio. The proposed signage will be reviewed under a future separate permit.

Although the M2 Zoning District does not identify any maximum height limits, the construction of any new building greater than 35-feet in height requires the Planning Commission to make a finding that any such excess height will not be detrimental to the light, air or privacy of any other structure or use currently existing or anticipated, pursuant to MMC XI-10-7.03. The Planning Commission approved the finding at the public hearing on September 10, 2025. Given that heights of surrounding structures vary and there are sufficient setbacks between the proposed building and structures on adjacent parcels and the Project would be largely centered around the surface parking lot in a large 28.96-acre lot, the proposed height of the Project would not be detrimental to the light, air, or privacy of any other structure as further demonstrated by the renderings on Sheet A601 of the proposed plans.

Additionally, during the development review process, Planning staff asked the Applicant if it was feasible to reduce the maximum height of the building to 35-feet or below; however, the Applicant indicated that the proposed height is the minimum required height necessary for the feasibility of the development to occur and support the operations of the Project, provides more storage and shelving capacity, and is the industry standard to include interior ceiling heights at a minimum of 36-40 feet.

**Table 1: Heavy Industrial (M2) Zoning District
Development Standards Conformance**

Standards	M2 Requirements	Proposed	Complies
Front Setback (Min.)	35 feet from face of curb	65 feet, 9 inches	Yes
Street Side Setback (Min.)	35 feet from face of curb	73 feet	Yes
Rear Setback (Min.)	None	217 feet	Yes
Floor Area Ratio (FAR)	1.0	0.387	Yes

Landscaping	Required front yard area and required side yard area	New landscaped areas within required front yard and side yard areas	Yes
Parking	Office: 1 per 350 sq. ft. Warehouse: 1 per 1,500 sq. ft. 349 stalls required	781 stalls	Yes
Building Height (Max.)	None. However, prior to construction of any structure that exceeds three (3) stories or thirty-five (35) feet in height, the Planning Commission made the finding as stated in the Complies column at the public hearing on 9/10/25	46 feet, 6 inches; up to 49 feet, 6 inches to top of parapet	Yes, the Planning Commission made the following finding on 9/10/25: That any such excess height will not be detrimental to the light, air or privacy of any other structure or use currently existing or anticipated.

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, and particularly Policy *ED I-5*, which wants to make Milpitas a more predictable place for companies to do business by reducing impediments to growth and actively planning to provide adequate space for companies to provide long-term growth needs, and Policy LU 7-3, which encourages the development of new industrial areas and the redevelopment of existing older or marginal areas with new similar uses, especially those in locations which facilitate efficient multi-modal commute patterns. The proposed Project will be developed on an existing corporate industrial/office campus lot spawning 28.96-acres that has been underutilized and vacant since 2018 and is over 45 years old. The Project is also considered an infill development on previously developed land and will be served by existing utilities and will ensure the land continues to be used as an industrial use, providing a desired manufacturing land use as a warehousing and distribution center that is specifically listed in the General Plan's description for Manufacturing (MFG). The City's Office of Economic Development has also provided a letter of support. Furthermore, reinvestment into the Project site will help promote additional economic activity into the area and employment opportunities, as well as provide offsite public improvements that was coordinated closely with the Applicant and City's Engineering Division.

Table 2: General Plan Consistency

Policy	Consistency Finding
<i>ED I-3:</i> Strengthen the City's position as a premier regional location for high-tech industrial and advanced manufacturing uses in Silicon Valley.	Consistent: The City embarked on a multi-year process to update the City's General Plan in 2016, which included several consultant-prepared studies including economic development projections, which at the time saw

Policy	Consistency Finding
	increasing potential growth of attracting new high-tech industrial and advanced manufacturing uses in the City. The previously approved project was submitted before the unprecedented global COVID-19 pandemic and was approved in the midst of the pandemic in March 2021, at a time of uncertain economic conditions and high construction costs. As such, construction of the previous project became financially infeasible, resulting in expired entitlements. As economic conditions began to improve over time, renewed interest in redeveloping this subject lot with a modified Project proposal ensued. Approval of the proposed Project would attract an established web-based retail tenant or similar prospective tenants to invest in the site and City as a viable “last mile” warehousing and distribution facility and ensure the lot remains as an industrial use and strengthens the City’s position as a premier regional location in Silicon Valley. The Project site is also strategically located near major freeways and the Applicant has strategically modified the Project’s surface parking lot design from the previously approved entitlements for efficiency, including separating locations for access and circulation for trucks, employee/visitor vehicles, and flex delivery parking in designated areas of the surface parking lot with gates separating internal access into the truck yard area.
ED 1-5: Make Milpitas a more predictable place for companies to do business by reducing impediments to growth and actively planning to provide adequate space for companies to meet long-term growth needs.	Consistent: The proposed Project’s new concrete tilt up industrial warehouse building and site planning was carefully modified from the expired entitlements to plan for the future growth of a web-based retail tenant to meet long-term growth needs and add an employment center with local job opportunities. The Addendum prepared to the 1000 Gibraltar Drive Final

Policy	Consistency Finding
	Environmental Impact Report estimates the Project to generate an average of 363 employees, which also accounts for seasonal fluctuations. The large 28.96-acre site has been vacant and underutilized since 2018, and the City's General Plan 2040 prioritizes the maintenance of its industrial lands with active uses and tenants that are consistent the intent of the Manufacturing land use designation. Additionally, the City's Office of Economic Development provided a letter of support for the Project.
LU 7-3: Encourage the development of new industrial, manufacturing, and business park areas and the redevelopment of existing older or marginal areas with new similar uses, especially those in locations which facilitate efficient multi-modal commute patterns. Use available public financing to provide necessary infrastructure improvements to encourage economic development and revitalization.	Consistent: The redevelopment of the existing, outdated, and underutilized site will lead to a new state-of-the-art modern industrial warehousing building with careful site planning, such as locating all oversized trucks and trailers in the parking lot to be separated by different entry points with two protective gates, while ensuring adequate parking, access and circulation remains for other passenger vehicle types with new improved pedestrian walkways. Through these ongoing coordination efforts with City staff, the Applicant has agreed to several off-street public improvements including but not limited to pavement restoration along portions of Gibraltar Drive and S. Milpitas Blvd., sidewalk replacements along perimeter of the lot to meet ADA requirements, and operational upgrades to traffic signals at the S. Milpitas Blvd./Ames Avenue and Gibraltar Drive intersections. The improvements will be coordinated by the City's Engineering Division with the Applicant and are included as Conditions of Approval.
CD 1-2: Encourage infill development projects to accommodate contemporary uses and design and planning approaches and requirements in manner	Consistent: This infill Project will accommodate a new warehouse/distribution building to serve the needs of a contemporary business that

Policy	Consistency Finding
that minimizes conflicts with the surrounding existing development.	would be constructed with a modern design to replace a dilapidated corporate industrial office campus site that was constructed over 45 years ago around 1980. The Project site is surrounded by a mix of other commercial, office, manufacturing, and industrial uses and the Project will retain its industrial land use. Therefore, the proposed Project will not create a conflict with the surrounding development and will add to the diversity of contemporary building types in the area.

SECTION 5: City Council Decision and Approval

The City Council of the City of Milpitas hereby denies the appeal by affirming the Planning Commission's approval of the Project by adopting the Addendum to the 1000 Gibraltar Drive Final Environmental Impact Report per Environmental Assessment No. EA24-0002, attached hereto as Exhibit 2, and approves Site Development Permit No. SD24-0006 and Tree Removal Permit No. TR25-0021 based on the above Findings and subject to the Conditions of Approval, attached hereto as Exhibit 1 and the Addendum's Mitigation Monitoring and Reporting Program, attached hereto as Exhibit 3 incorporated herein.

PASSED AND ADOPTED this 18th day of November 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

APPROVED:

Suzanne Guzzetta, City Clerk

Carmen Montano, Mayor

APPROVED AS TO FORM:

Christopher Creech, Acting City Attorney

**CONDITIONS OF APPROVAL
1000 GIBRALTAR DRIVE
(ALSO KNOWN AS 1001 S. MILPITAS BLVD)
(APN 086-42-033)**

**SITE DEVELOPMENT PERMIT NO. SD24-0006
ENVIRONMENTAL ASSESSMENT NO. EA24-0002
TREE REMOVAL PERMIT NO. TR25-0021**

The City of Milpitas City Council approves Site Development Permit No. SD24-0006, Environmental Assessment No. EA24-0002, and Tree Removal Permit No. TR25-0021, in accordance with Chapter 21 and Sections XI-10-57.03, XI-2-4.02, and XI-10-7.03-1, of the Milpitas Municipal Code, subject to and conditioned upon all applicable State and local laws and regulations and the Conditions of Approval outlined below. This Site Development Permit, Environmental Assessment, and Tree Removal Permit entitlement includes the demolition of four industrial/office buildings, surface parking lots, and associated improvements, and allow the development of a new, one-story, 487,564-square foot tilt-up concrete industrial building with office space and associated site improvements on an approximately 28.96-acre site in the M2 (Heavy Industrial) Zoning District located at 1000 Gibraltar Drive (also known as 1001 S Milpitas Blvd.). The height of the new building will be approximately 46-feet and 6-inches above grade level (up to a maximum height of 49-feet and 6-inches to top of parapet). Proposed site improvements include new internal roadways, landscaping, offsite public improvements, and a new surface parking lot with 781 vehicle parking spaces, 50 oversized parking stalls for tractor-trailers, and 27 loading dock doors. These approvals are subject to all other necessary reviews, approvals, studies, and inspections necessary for such development including for the issuance building permits or occupancy.

APPROVED SUBJECT TO THE FOLLOWING CONDITIONS OF APPROVAL:

General Conditions

1. General Compliance. The Permittee/Applicant and owner, including all successors in interest (collectively “Permittee”) shall comply with each and every condition set forth in this Permit. No certificate of occupancy or temporary certificate of occupancy shall be issued for the development project described in **Site Development Permit No. SD24-0006, Environmental Assessment No. EA24-0002, and Tree Removal Permit No. TR25-0021** (collectively “Permit”), and the 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. **(P)**
2. The Permittee shall develop the approved project in conformance with the approved plans (dated August 8, 2025), and sample color and materials approved by the Planning Commission on September 10, 2025, and reaffirmed approval at the Project’s City Council appeal hearing on November 18, 2025, in accordance with these Conditions of Approval. **(P)**
3. Modifications to Project. Any deviation from the approved site plan, floor plans, 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 Permittee shall be required to apply for review and obtain approval of the Planning Commission, in accordance with the Zoning Ordinance. **(P)**

4. 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 decision-making body approved this Permit. **(P)**
5. 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. 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 Permittee is operating the Project under the permits and approvals in this Resolution **(P)**
6. Written Response to Conditions. The Permittee shall provide a written response to the Conditions of Approval indicating how each condition has been addressed with the building permit application submittal. **(ALL)**
7. Permit Expiration. Pursuant to Section XI-10-64.06 of the Milpitas Municipal Code, this Permit shall be deemed to have expired and 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.
8. 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)**
9. 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 private 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)**
10. 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. Permittee shall pay all required fees and charges to the City at the rate in effect at time of building permit issuance, or, the rate in effect when the fees and charges are due and paid in full

to the City. There is no vesting of any fees or charges with the adoption of this Resolution. (ALL)

11. 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 Permittee is operating the project under the permits and approvals in this Resolution. (ALL)
12. 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. (CA/P)
13. Acceptance of Permit. Should Permittee fail to file a timely appeal within twelve (12) calendar days of the date of approval of this Permit, inaction by Permittee shall be deemed to constitute each of the following:
 - a. Acceptance of this Permit by Permittee; and
 - b. Agreement by the Permittee to be bound by, comply with, and to do all things required of or by Permittee pursuant to all of the terms, obligations, and conditions of this Permit. (P)
14. 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 (the "Indemnified Parties") from and against any and all third party claim, action, or proceeding against City and/or the Indemnified Parties to attack, review, set aside, void or annul the City's approval of **SITE DEVELOPMENT PERMIT NO. SD24-0006, ENVIRONMENTAL ASSESSMENT NO. EA24-0002, AND TREE REMOVAL PERMIT NO. TR25-0021**; including any environmental determination made therefore. This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, reasonable attorneys' fees, and other reasonable expenses incurred in connection with such claim, action, causes of action, suit or proceeding. The Permittee shall pay to the City upon demand or, as applicable, on a monthly basis to counsel of City's reasonable choosing, amounts owed pursuant to the indemnification requirements prescribed in this condition, provided each such demand or monthly payment request includes reasonably detailed back-up documentation, including invoices and/or receipts, as applicable, for all amounts to be paid. Notwithstanding the foregoing, City shall have the right to redact invoices and/or receipts as necessary to preserve attorney-client privilege. City shall promptly notify the Permittee of any claim, action, or proceeding and shall engage in reasonable efforts to cooperate in the defense. If City fails to so promptly notify the Permittee, or if City fails to engage in reasonable efforts to cooperate in the defense, then the Permittee's indemnification obligations as set forth in this condition of approval shall thereafter terminate. The Permittee shall not be required to pay or perform any settlement unless the settlement is approved by the Permittee. 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 **SITE DEVELOPMENT PERMIT NO. SD24-0006, ENVIRONMENTAL ASSESSMENT NO. EA24-0002, AND TREE REMOVAL PERMIT NO. TR25-0021**, and the balance of the Permit shall be unaffected by said Government Code section. (CA)
15. Revocation, Suspension, Modification. This Permit may be suspended, revoked, or modified in accordance with Section XI-10-63.06 of the Milpitas Municipal Code. (P)

16. 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. **(ALL)**
17. Certificate of Insurance: Permittee shall provide certificate of insurance and name City as an additional insured in its insurance policies for the Project.
18. Previous Approvals. Permittee shall abide by and continue to comply with all previous City approvals, permits, or requirements relating to the subject property, unless explicitly superseded or revised by this Permit. **(P)**

PLANNING DEPARTMENT CONDITIONS OF APPROVAL

19. Significant Deviation of Use: Given that the tenant could be subject to change at any time, should a future tenant propose a use that significantly deviate from the approved project, the Planning Director or designee may require additional analysis to demonstrate the extent of environmental impact of the proposed use. If the Planning Director or designee determines that the deviation is significant, the Permittee shall be required to apply for review and obtain approval of the Planning Commission, in accordance with the Zoning Ordinance. **(P)**
20. Tree Removal Permit: Removal of any protected trees shall require a tree removal permit that is issued from the Planning Department. Removal of any protected trees shall be replaced at a 2:1 ratio as provided by Tree Removal Permit P-TR25-0021. Any proposed changes to the proposed tree planting plan and/or landscaping sheets from the project plan set dated August 8, 2025, approved at the Planning Commission public hearing on September 10, 2025, and reaffirmed approval at the Project's City Council appeal hearing on November 18, 2025, shall be reviewed and approved by the Planning Department. **(P)**
21. Environmental Assessment Compliance: The Project is subject to the applicable mitigation measures in the Mitigation, Monitoring, and Reporting Program (MMRP) in the 15164 Addendum (August 2025) to the 1000 Gibraltar Drive Final Environmental Impact Report (March 2021) (SCH# 2020069024). Permittee shall comply with the requirements of the Addendum's MMRP (Exhibit 3) pursuant to State law (Public Resources Code Section 21081.6). **(P)**
22. 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. If Permittee opts to pay a fee in lieu of installing public art on site, the 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, or installation of "Public Art", as defined per MMC Section V-20-310 and XI-10-14.01. **(P)**
23. Parking: The Project shall supply at least 781 vehicle parking spaces and 50 oversized truck trailer parking spaces onsite, pursuant to the project plans dated August 8, 2025, approved at the Planning Commission hearing on September 10, 2025, and reaffirmed approval at the Project's City Council appeal hearing on November 18, 2025. Any deviations shall be reviewed by the Planning Division, meet minimum requirements of the City's Municipal Code for Off-Street Parking Regulations and

shall maintain compliance with all applicable laws. (P)

24. Landscaping: Prior to certificate of occupancy permit issuance, all required landscaping shall be planted in place. All planter areas (including containerized planters) shall be serviced by a sprinkler or drip system. (P)
25. Landscaping Maintenance and Replacement: All required landscaping, as approved on the final landscape plan, shall be replaced and continuously maintained as necessary to provide a permanent, attractive and effective appearance. (P)
26. Lighting: Exterior lighting shall be shielded or recessed so that direct glare and reflections are contained within the boundaries of the parcel, and shall be directed downward and away from adjoining properties and public rights-of-way. Fixtures shall be appropriate in terms of height, style, design, scale and wattage to the use of the property. Fixtures shall be spaced appropriately to maximize pedestrian safety. Prior to building permit issuance, the Permittee shall submit details and elevations of all site lighting fixtures to the Planning Division for review and approval. (P)
27. Trash Enclosures and Equipment Screening: All trash enclosures and equipment screening shall meet MMC Section XI-10-54.16, Trash Enclosures, Equipment and their Screening. Rooftop equipment shall be adequately screened from the parking lot areas and street level views through rough design that is architecturally integrated with the building, such as equipment wells and parapets. All ground-mounted and mechanical equipment including ground transformers and meters shall be adequately screened, if feasible, and subject to the Planning Department review and approval. If the screening is proven infeasible as solely determined by the Planning Director, then all ground-mounted equipment and surrounding bollards (if any) shall be of design and color that will minimize visual impact. (P)
28. Signage: Prior to approval of any signage for the development, proper applications, depending on signage type will need to be submitted to the Planning Department. (P)

OFFICE OF HOUSING CONDITIONS OF APPROVAL

29. Non-Residential Affordable Housing Impact Fee: Per MMC Section XII-1-5.01 of the City's Affordable Housing Ordinance, the Project is subject to payment of a non-residential affordable housing impact fee due prior to the issuance of the building permit. The impact fee will be calculated per MMC Section XII-1-5.02 and per Section MMC XII-1.5.01 is subject to change and will be officially calculated once the gross non-residential square footage is finalized and the building permit application is approved.

PUBLIC WORKS DEPARTMENT - ENGINEERING DIVISION CONDITIONS OF APPROVAL

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 City*

Engineer. City reserves the right to reject any plan check submittal if any of the following conditions are not met. (E)

30. Modifications: The Site Development Plan plans dated 8/8/2025 is subject to change during the plan check stage based upon City's previous comments and conditions stated herein.
31. 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.
32. 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 Division.
33. Photometric Analysis: Permittee shall submit streetlight photometric analysis for City's review and approval by the Engineering Division along **Milpitas Boulevard, Gibraltar Dr, and public sidewalk area** that meet the Illuminating Engineering Society of North America (IESNA), RP8, for roadway and sidewalk lighting standards and City standard design guidelines.
34. Recycled Water Cross-Connection Specialist: In order to comply with the California Code of Regulations Title 17 and 22, and for timely plan approval by the California State Water Resources Control Board/Division of Drinking Water (SWRCB/DDW) as well as by South Bay Water Recycling (SBWR), Permittee must hire a certified cross-connection specialist for their consultation as to irrigation water system design and construction phasing. The name and contact information of the certified cross-connection specialist shall be provided on all landscape submittal plans.
35. 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.
36. 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.

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 City Engineer. (E)*

37. 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: (<https://www.milpitas.gov/317/Land-Development-Procedures-Guidelines>);
 - Standard details and specifications: (<https://www.milpitas.gov/333/Standard-Details-Specifications>);
 - Americans with Disabilities Act (ADA) requirements, where applicable.
38. Improvement Agreement and Securities: Permittee shall execute an Improvement Agreement and provide improvement securities in accordance with MMC Title XI, Section 17, and submit all other supplemental documents as stipulated in the Improvement Agreement (such as certificate of insurance).
39. 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.
40. 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 Division.
41. 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 Division 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.
42. 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.
- Installation of separate water service tap and meter for each of the following services: residential, non-residential, irrigation, and fire.
 - Installation of separate utility service lines (domestic water, fire service, sanitary sewer) for non-residential.
 - 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.
 - Installation of full street width 3-inch Asphalt Concrete (AC) grind and overlay (G&O), with a 3-inch base repair on Gibraltar Dr. Including the intersection of Gibraltar Dr and South

Milpitas Blvd., and full street width crack and slurry seal with base repairs on South Milpitas Blvd, along the project frontage limits.

- e) Installation of ADA-compliant curb ramps at two intersections along South Milpitas Blvd., Ames Ave., and Gibraltar Dr., and sidewalk along the project frontage, ensuring compliance with the latest ADA standards.
 - f) Remove curb ramp at southeast corner of Gibraltar Dr. & S. Milpitas Blvd. intersection and replace it with City standard sidewalk.
 - g) The crosswalk on south leg of the Gibraltar Dr. and S. Milpitas Blvd. intersection should be closed due to non-ADA compliant and a sign combination of R9-3 & R49 (CA) shall be installed on southwest corner of the intersection
 - h) Installation of street trees along the project frontage. The locations, spacing of street tree and tree species shall be in compliance with applicable City standards and details.
 - i) Installation of a 36-strand fiber optic cable within the existing SIC conduit from Yosemite Dr to the Gibraltar Dr intersection along South Milpitas Blvd, or wireless Signal Interconnect (SIC), to enhance connectivity and improve traffic flow along the corridor. Additionally, implementation of a wireless SIC connection between the Gibraltar Dr and Garden St intersection. This is necessary to ensure better traffic flow thru proper connection to and communication from City owned Advance Traffic Management System (ATMS). City to confirm make and model of wireless SIC or type of Fiber optic cable at later time.
 - j) Installation of a new traffic cabinet with new traffic signal equipment at the Ames Ave and South Milpitas Blvd intersection, along with battery backups. Removal and replacement of any required existing traffic signal equipment related to traffic signal communication only at Gibraltar Drive and South Milpitas Blvd. intersection, to ensure efficient and uninterrupted traffic flow along the corridor. City to confirm the make and model of the traffic signal equipment at later time.
 - k) Installation of a new Rectangular Rapid Flashing Beacon (RRFB) to replace the outdated and non-functioning RRFB at its existing location along Gibraltar Dr. City to confirm make and model of the RRFB at later time.
 - l) Installation of video detection cameras (VDS) and Accessible Pedestrian Signal (APS) at two intersections along S. Milpitas Blvd. from Ames Ave. to Gibraltar Dr. City to confirm make and model of VDS and APS at a later time.
 - m) Either install the Video Detection Cameras (VDS) on existing signal pole or install a new traffic signal pole with a mast arm at the northeast corner and replace the two existing poles without mast arms at the Gibraltar Dr and South Milpitas Blvd. intersection. City to confirm the type of pole and mast arm length at later time.
 - n) Developer to finish an additional street light pole and be delivered to the Public Works Corporation Yard for storage and future use in the event of a pole getting damaged.
43. 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.
44. 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.
45. Maintenance Agreement: Permittee shall record a Maintenance Agreement for perpetual maintenance of certain public improvements, such as sidewalk within the 25' sidewalk easement, mutually agreed between the City and the Permittee.

46. Water Service Agreement: Permittee shall complete a water service agreement to obtain water service.
47. 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 Division.
48. Pothole Encroachment Permit: Due to multiple new utility service connections on arterial/collector 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 City Engineer. (E)*

49. 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.
50. Concurrent Off-site Plan Reviews: Permittee shall submit separate off-site improvement plans for City's review and approval by the Engineering Department.
51. Abandonment/Quitclaim Easements: Permittee shall abandon/quit claim existing easements that are in conflict with or unnecessary for the project.
52. Stormwater Facility Operation & Maintenance Plan: Permittee shall incorporate design details into applicable construction plans in accordance with City-approved 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).
53. 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 Division. The subject O&M Agreement shall be referenced in the Covenants, Conditions and Restrictions (CC&Rs), if applicable.
54. 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.
55. Recycled Water Approval: Permittee shall use recycled water for landscape irrigation purpose, except for the interior courtyard/podium areas within the building footprint where the potable water shall be used for irrigation. Permittee shall comply with California Code of Regulations (CCR), Title 22, Division 4, Chapter 3, titled "*Water Recycling Criteria*", CCR, Title 17, Division

1, Chapter 5, Subchapter 1 titled “*Drinking Water Supply*” and all other recycled water regulations as listed under the publication titled “*California Department of Public Health Regulations Related to Recycled Water June 18, 2014*”. Permittee shall obtain approval from the California State Water Resources Control Board/Division of Drinking Water, SBWR and the City for recycled water design, including but not limited to on-site irrigation design, based upon SBWR Guidelines and City of Milpitas Supplemental Guidelines. All landscape plants shall be compatible with recycled water.

56. 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.

57. 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.

58. 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 Division for review and approval. The report shall describe the following resource recovery activities:

- a) What materials will be salvaged.
- b) How materials will be processed during demolition.
- c) Intended locations or businesses for reuse or recycling.
- d) Quantity estimates in tons (both recyclable and for landfill disposal). Estimates for recycling and disposal tonnage amounts by material type shall be included as separate items in all reports to the Building Division before demolition begins.

Permittee shall make every effort to salvage materials for reuse and recycling and shall comply with the City’s demolition and construction debris recycling ordinance.

59. 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 Division. 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 Division prior to inspection by the Building Department.

60. 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.

- a) Water connection fee at \$1,164/unit for residential and \$5.97/gpd for commercial, based upon increased water usage.
- b) Sewer connection fee at \$1,406/unit for residential and \$8.52/gpd for commercial, based upon increased average wastewater flow.
- c) Wastewater Treatment Plant fee per MMC VIII, Chapter 2, Section 7.04.
- d) Calaveras Boulevard Widening Traffic Impact fee per Resolution No. 7894.

- e) 3.8% of applicable fees in accordance with City Resolution No. 8969 as Permitting Automation Fee.

61. 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 Postmaster 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 City Engineer. (E)*

- 62. Dewatering: If dewatering is needed during construction, Permittee shall obtain a Short-Term Industrial Wastewater Permit from the San Jose/Santa Clara Regional Wastewater Facility for discharging the groundwater to a sanitary sewer system.
- 63. On-site Recycled Water Coordination: Permittee's cross-connection specialist shall coordinate the phasing of the construction; facilitate the cross-connection testing in order to minimize the impact for occupied buildings during cross-connection testing; sign-off before the water meter set; coordinate on-site construction inspection; complete the site inspection; fill out required paperwork/questionnaire; and provide them to the City for forwarding to SBWR. Developer shall notify SBWR 7 days in advance to schedule attendance of SBWR inspector during Cross-Connection Test.
- 64. 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.
- 65. 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.
- 66. 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** issuance of a certificate of occupancy of the approved project, unless otherwise approved by the City Engineer.*

- 67. Completion of Public Improvements: Permittee shall complete all public improvements, including but not limited to **S. Milpitas Boulevard and Gibraltar Dr. frontage improvements** including pavement restoration, signing and striping, concrete work, stormwater treatment facilities, and traffic signal modifications as shown on City approved plans.

68. Grant deed shall be revised to state Property Owner/Developer shall maintain Public Sidewalk around project frontage.
69. Landscape Certificate of Completion: Permittee shall submit a Certificate of Substantial Completion that complies with the Milpitas Municipal Code Water Efficient Landscapes ordinance.
70. 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 SBWR and forward them to the City.
71. 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.
72. Private Job (PJ) Balance: Permittee shall pay for any remaining balance from the Private Job deposit.

OFFICE OF BUILDING SAFETY CONDITIONS OF APPROVAL

73. Compliance with California Code of Regulations. The Project shall comply with the requirements of the Office of Building 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 Office of Building Safety.

FIRE DEPARTMENT CONDITIONS OF APPROVAL

*The plans approved by the City Council, Planning Commission, and/or the Planning permit process are **not** building construction plans and have not been reviewed nor approved for conformance to the California Building Code (CBC), California Fire Code (CFC) and the Milpitas Municipal Code (MMC). Do not consider this review as a final review for building construction plans approved by the Fire Department. Building construction plans **must** be submitted for review and approval before construction is to commence. The following notes are a general list of the applicable code requirements (2022 Edition) and are provided to assist with the building permit process. Please note that these are not all inclusive. All applicable Building, Fire and Municipal Code requirements must be met in advance of any building permit approvals or related construction.*

74. Technical Assistance: To determine the acceptability of technologies, processes, products, facilities, materials, and uses attending the design, operation or use of a building or premises subject to inspection by the Fire Code Official, the Fire Code Official is authorized to require the

owner or agent to provide, without charge to the jurisdiction, a technical opinion(s), plan review(s) and/or report(s). CFC Section 104.8.2

75. Electronic Documents: The Fire Code Official may require electronic base documents for all construction documents and operational permits. The Fire Code Official shall designate the software base format for the electronic documents. CFC Section 106.1.1, added by MMC Section V-300-2.28

76. 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. The plans submitted appear to be in general conformance with the requirements. Final design shall meet the requirements listed below. CFC Section 503

76.1 Minimum Number of Fire Apparatus Access Points: A Minimum of two independent and approved (approved by the Fire Code Official) means of fire apparatus access shall be provided for the site. Buildings or facilities exceeding 30 feet (9144 mm), or three stories in height, or 50,000 square feet (5760 m²) shall be provided with at least two means of fire apparatus access for each structure. CFC, Section D104.1, adopted and amended by MMC V-300-2.170

76.2 Fire Apparatus Clearance: Fire apparatus access roads shall provide a minimum clear width of 26 feet. Only conditions with 26 feet roads are applicable. This requirement is for the use and function of a fire ladder apparatus. CFC, Appendix D, Sections D103.1 and D105.2, adopted and amended by Milpitas Municipal Code. MMC V-300-2.169 and 2.172

76.3 Timing of Installation and Serviceability of Fire Protection Elements: When fire apparatus access roads or a water supply for fire protection is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. Combustible construction shall not begin until water mains and hydrants are operational and fire apparatus access roads are installed (paved). CFC Section 501.4

76.4 Fire Apparatus Access: Fire apparatus access shall extend to within 150 feet of all portions of exterior walls of the building/structure per the California Fire Code Section 503.1.1. When there is a dead-end condition, means for fire apparatus turn-around shall be provided.

76.5 Turning Radius: Fire apparatus access roads shall meet the Milpitas Fire Department turning radii guidelines and shall provide continuous apparatus travel. Turning radii for fire apparatus access roads shall be a minimum net clearance of 48 feet 6 inches for the outside radius and 28 feet 0 inches for the inside radius. The layout for the outside and the inside radius shall be from the same reference point (center). CFC Section 503.2.4

76.6 Adjacent Access Rights: No source of access from lands adjoining a property to be developed shall be considered fire apparatus access roads, unless there is obtained the irrevocable and unobstructed rights and recorded as an ingress/egress access easement with the Country of Santa Clara. CFC Section 503.7, added by MMC V-300-2.51

76.7 Fire Access Road Materials and Load Bearing Requirements: Fire access roads shall be paved (concrete and/or asphalt cement, or other concrete type pavement approved by the Fire

Dept.). Fire apparatus access roads/lanes and emergency vehicle roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather capabilities. CFC Section 503.2.3

76.8 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing up to 75, 000 pounds (34,500kg).

76.9 Emergency Vehicle Access (EVA): EVA roads, when required, shall meet the fire department site access requirements. CFC Section 503

76.10 Obstruction of Fire Access: Ground structures (including landscape) and building projections shall not encroach or impede the fire apparatus access requirements. CFC Section 503.4

76.11 Marking of Fire Access Roads. The required access road shall be designated and clearly marked as a fire lane. The designated fire lane shall be identified as set forth in Section 22500.1 of the Vehicle Code. The designation shall be indicated (1) by a sign posted immediately adjacent to, and visible from, the designated place clearly stating in letters not less than one inch in height that the place is a fire lane, (2) by outlining or painting the place in red and, in contrasting color, marking the place with the words "FIRE LANE", which are clearly visible from a vehicle, or (3) by a red curb or red paint on the edge of the roadway upon which is clearly marked the words "FIRE LANE". CFC Section 503.3. Minimum marking shall be pole signage and red curb with "FIRE LANE" stencil. Signage and red curbs shall be done throughout and as needed to clearly identify the no parking zones.

76.12 Site Design Changes: The Fire Department reserves the right to request site design changes as needed to meet the requirements of the CFC, and/or make the request for additional fire protection measures in conformance with the CFC.

77. Fire Protection. Fire apparatus access roads and water supply for fire protection is required to be installed and made serviceable 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

78. Fire Protection Water Supply (Hydrants, On-site and/or Public): An approved water supply (hydrants on-site and/or public) capable of supplying the required fire flow for fire protection shall be provided upon which facilities, buildings, or portions of buildings are hereafter constructed or moved into or within the jurisdiction. Water supply shall meet the Fire Code and the City of Milpitas Engineering Division water supply guidelines and the CFC Section 507, Appendix B and Appendix C. Note, the Civil drawings submitted under this Planning review are not approved for construction.

78.1 Water System Calculations: Private fire service mains and appurtenances shall be designed and installed in accordance with the City of Milpitas Engineering design guideline requirements and the NFPA 24. Design calculations and all the necessary design information for the water system to meet the domestic and fire flow requirements as per the City of

Milpitas Engineer Division water design requirements shall be provided as part of the construction permit process. CFC Section 507

78.2 Fire Flow Requirement for Buildings. Section B105 fire flow for buildings amends section B105.2 to read:

B105.2 Buildings other than one-and two-family dwellings, Groups R3 and R4 buildings and townhouses. The minimum fire-flow and flow duration for buildings other than one- and two-family dwellings, Group R3 and R4 buildings and townhouses shall be as specified in Tables B105.1(2) and B105.2.

The maximum fire flow reduction for all commercial buildings greater than 30,000 square feet and residential podium buildings shall not exceed 25 percent of the fire flow specified in Table B105.1(2). The maximum fire flow seduction for all other buildings shall not exceed 50 percent of the fire flow specified in Table B105.1(2).

Industrial areas shall have a fire flow not less than 5,000 gpm, with 20 psi residual pressure.

78.3 Fire Hydrant Location: The location and quantity of hydrants will be evaluated during the construction permit process. This applies to the on-site private streets as well as to the public streets. CFC Section 507.5

78.4 Hydrant for Automatic Fire Sprinkler/Standpipe Systems: Buildings equipped with an automatic fire sprinkler system and/or a standpipe system installed in accordance with Sections 903 and or 905 shall have a fire hydrant within 50 feet of the fire department connections. CFC Section 507.5.1.1, amended by MMC Section V-300-2.56

78.5 Private Hydrant Requirements: Private hydrants shall have the bottom 6 inches of the hydrant painted, with a weather resistive paint, white in color. CFC Section 507.5.7, added by MMC V-300-2.62.

78.6 No Parking in Front of Hydrants: No parking is permitted in front of fire hydrants. Hydrants located on streets (Public or Private Street) shall have an unobstructed clearance of not less than 30 feet per CA Vehicle Code 22514

79. Automatic Fire Sprinkler System for Structures:

79.1 Automatic Fire Sprinkler. The buildings shall be provided with an automatic fire sprinkler system in conformance with the NFPA 13 Standards. California Fire Code Section 903

79.2 Sprinkler Valves: All valves controlling the water supply for the automatic sprinkler system shall be electrically supervised by a listed fire alarm control unit. CFC 903.4

79.3 Sprinkler Monitoring: Alarm, supervisory and trouble signals shall be distinctly different and shall be automatically transmitted to an approved supervising station. CFC Section 903.4.1

79.4 Fire Riser Location. The fire sprinkler system riser shall not be located within electrical rooms or storage closets and shall be provided with clear access and working clearance. California Fire Code Section 903.3.5.3, added by MMC Section V-300-2.73

- 79.5 Sprinkler Design. Hydraulic design for the automatic fire sprinkler system shall provide a minimum of 20% safety margin. CFC Section 903.3.5.6, MMC V-300-2.76
- 79.6 Requirements for Fire Service Water Laterals for Building Sprinkler Systems: Each building shall have a fire service water laterals for the automatic fire sprinkler system and shall meet the California Fire Code requirements Chapter 9 and the NFPA applicable Standards. Note that the civil drawings provided are not reviewed nor approved for construction. CFC Section 912.1
- 79.7 Fire pump room and access. There shall be direct and unobstructed access to the fire pump room.
- 79.8 Fire Pump power. PG&E is not considered a reliable source of power. Standby power will be a requirement. Or provide other listed (listed by a national recognized testing lab) and approved (approved by the local fire dept.) means of power for the fire pump. CA Fire Code Section 102.9
- 79.9 Fire Pump(s). When required, fire pumps shall be installed in conformance with California Fire Code, the NFPA 20 and applicable standards. And the fire pump room shall be dedicated for no other use.
- 79.10 FDC/PIV (fire department connection/post indicating valve) Location(s). The location of the fire department FDC's/PIV's shall be at a readily visible and accessible location off the fire access road and approved by the Fire Code Official. FDC's/PIV's shall not be located behind parking stalls, trees, landscape structures, 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 912.2.1
- Note, the required FDC's and PIV's shall be located off Gibraltar Dr and not on the onsite fire apparatus access road.
- All FDC's and PIV's shall have fire department approved locking connection caps/locks. CFC Section 912.4.1
- 79.11 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
- 79.12 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
- 79.13 Water Drainage. All new installations of sprinkler systems shall preclude sprinkler test and system drain water from discharging into the storm drain; provisions to direct water to the sanitary sewer or landscape or other approved means shall be provided. Sprinkler system design shall include the proposed method for drainage of sprinkler system discharge. Storm Water Pollution Regulations.

80. Fire Alarm System:

- 80.1 A fire alarm system shall be installed when required in the buildings when required by the CA Fire Code Section 907.
- 80.2 All valves controlling the water supply for the automatic sprinkler system shall be electrically supervised by a listed fire alarm control unit. CFC 904.3
- 80.3 Electrical supervision of the automatic fire sprinkler system shall be transmitted to an approved supervising station. CFC 903.4.1
- 80.4 One exterior approved audible device (for each riser) shall be connected to every automatic sprinkler system in an approved (by the Fire Code Official) location. CFC 903.4.2
- 80.5 Fire Alarm Panel: Fire alarm panel (or fire alarm annunciator panel) shall be located in a readily accessible location and shall be provided with the necessary access and working clearance as required by the CA Electrical Code. CFC Section 907.6.5
- 80.6 Fire Alarm Monitoring: Fire alarm monitoring (approved supervising station - UL, or FM approved). Fire alarm systems required by the Fire Code or by the California Building Code shall be monitored by an approved supervising station in accordance with the NFPA 72. CFC Section 907.6.6

81. Building/Structure Other Requirements:

- 81.1 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
- 81.2 Address Illumination: All required addresses shall be illuminated. CFC Section 505.3, added by MMC V-300-2.55
- 81.3 Fire Department Emergency Key Box (aka: Knox Box, Knox Locks, Knox Electric Switches, etc.): The Fire Code Official is authorized to require a key box(es) to be installed in an approved location(s) if necessary for lifesaving or fire-fighting purposes. Quantity and location shall be as directed by the Fire Code Official. CFC Section 506. Locked mechanical closets, fire alarm closets, sprinkler riser closets, etc. will need a Fire Dept. approved lock or "Knox" key box.
- 81.4 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 to the CFC by MMC Section V-300-2.54

Means to deactivate the locking system shall be located in the fire command room (when required) or other location as directed by the fire department.

In addition, all door lock control systems shall meet the requirements of the CFC Sections 1010.2.

81.5 Fire Command Center. Where required by other sections of this code and in all buildings classified as high-rise buildings by the California Building code and Group I2 occupancies having occupied floors located more than 75 feet above the lowest level of fire department vehicle access and in all F-1 and S-1 occupancies with a building footprint greater than 500,00 square feet, a fire command center for fire department shall be provided and shall comply with the Sections 508.1.1 through 508.1.7.

A fire command center is required to be located at the front of the building (near fire dept. point of approach) with readily access from the exterior. Location to be approved by the Fire Dept. CFC 508.1.1

Separation. The fire command center shall be separated from the remainder of the building by not less than 2-hour fire barrier constructed in accordance with Section 707 of the California Building Code or horizontal assembly constructed in accordance with Section 711 of the California Building Code, or both. CFC 508.1.2, amended by MMC Section V-300-2.59.

Layout approval. A layout of the fire command center and all features required by this section to be contained therein shall be submitted for approval prior to installation. CFC Section 508.1.4

Required features (CFC Section 508.1.6). The fire command center shall comply with NFPA 72 and shall contain the following features:

- i. All items (applicable) noted under the CFC Section 508.1.6.
- ii. Knox locking key box, approved by the fire code official, large enough for ten (10) sets of master keys. Added by MMC Section V-300-2.60
- iii. Ten (10) sets of master keys for the building(s). Added by MMC Section V-300-2.60
- iv. A complete set of architectural, electrical, mechanical and plumbing plans for the building. Sets shall be “as-built” sets. Added by MMC Section V-300-2.60
- v. A complete set of underground fire water lines, automatic fire sprinklers, automatic fire alarm drawings, standpipe systems, other fire suppression systems, emergency responders’ ratio coverage, etc. All drawings shall be the latest sets and as-built.

- 81.6 Fire Equipment ID signs. Fire protection equipment shall be identified in an approved manner. Rooms containing controls for air-conditioning, systems, sprinkler risers and valves, or other fire detection, suppression or control elements shall be identified for the use of the fire department. CA Fire Code Section 509
- 81.7 Emergency Responder Radio Coverage: A Fire Department approved emergency responder radio coverage system shall be provided. SVRIA (Silicon Regional Interoperability Authority) registration is required prior to any design. CFC Section 510, MMC V-300-2.61
- 81.8 Electrical Energy Storage Systems. Stationary storage battery systems shall comply with the CFC, Section 1207.
- 81.9 Portable Fire Extinguishers. Portable fire extinguishers shall be selected, installed and maintained in accordance with CFC Section 906.
- 81.10 Fire Protection Service (CFC Section 901.6). All fire alarm systems, fire detection systems, automatic sprinkler or extinguishing systems, communication systems, and all other equipment, material or systems required by these regulations shall be maintained in an operable condition at all times in accordance with this code and California Code of Regulations, Title 19, Division 1. Upon disruption or diminishment of the fire protective qualities of such equipment, material or systems, immediate action shall be instituted to affect a reestablishment of such equipment, material or systems to their original normal and operational condition. California Code of Regulations, Title 19, Division 1, §1.14
- 81.11 Electrical Generators. Generators with fuel tanks shall meet the requirements of the CFC Chapters 50, 57 and the NFPA 30
- i. Installation of aboveground tanks shall conform to Unidocs document UN-018. Please see the following link for a copy.
<http://www.unidocs.org/hazmat/new-construction/un-018.pdf>
 - ii. Tank Design and Construction
Each tank shall be designed and constructed in accordance with nationally recognized standards (UL 142/2244 or equivalent. UL 2085 is the listing for protected tanks). CFC 5704.2.7, NFPA 30, 21.4.2.1
 - iii. Tank Protection. Approved means shall be provided to protect tanks subject to vehicle damage. CFC 5704.2.8.6, CFC 312, NFPA 30, 22.15
 - iv. Aboveground tanks located outside of buildings shall be located in accordance with Table 22.4.1.1(a) of NFPA 30. CFC 5704.2.9.6.1.1
 - v. Secondary Containment (protected and unprotected tanks). Tanks shall be provided with secondary containment. CA Fire Code Section 5004.2
 - vi. Signage and Labeling. Warning and identification signs shall be posted to clearly identify hazards. CFC 5003.5, CFC 5703.5, NFPA 30, 21.7.2.1

- vii. Provide a fire extinguisher (minimum 40B:C rating) at each generator location. CFC 5704.3.3.1, NFPA 30, 9.10.2
 - viii. Hazardous Material Business Plan. Each application for a permit shall include a Hazardous Materials Management Plan (HMMP) in accordance with the CA Fire Code Section 5001.5.1. The fire code official is authorized to accept a similar plan required by other regulations.
 - ix. HMBPs shall be submitted electronically. HMBPs shall be submitted on the California Environmental Reporting System at <http://cers.calepa.ca.gov/>. CA Fire Code Section 5001.5.1
82. Fire Safety: Fire safety during construction, alteration or demolition of the building shall meet the requirements of Chapter 33 of the California Fire Code and the Standards for Construction Site Fire Safety (un-024) by “unidocs” organization (<http://www.unidocs.org>). A Construction Site Fire Safety plan shall be submitted to the Milpitas Fire Prevention Division for review and approval prior to the start of combustible construction. CFC Chapter 33
83. 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.
84. Plan Submittal: Complete plans and specifications for all aspects of fire protection systems shall be submitted to the Fire Department for review and approval prior to system installation. CFC Section 901.2

POLICE DEPARTMENT CONDITIONS OF APPROVAL

85. All Ingress and egress of traffic on Gibraltar Drive and South Milpitas Boulevard do not appear to be a concern because the development is being incorporated with an already existing business park.
86. 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.
87. “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.
88. The parking project should allow circulation for police patrols (vehicles, foot, and bicycles), to prevent and reduce the likelihood of criminal activity occurring in the area.

Addressing:

89. 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. office space, break rooms, recreational area, etc.).

Visibility:

90. 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.
91. A building design that encourages visibility of potential crime locations and natural surveillance.
92. Stairwells and/or elevator lobbies should be of open design whenever possible, making users open to visual scrutiny.
93. Any posters, material, and objects near common area exterior windows should not block views in those common areas from the street.
94. All trash enclosures should be located at the perimeter of the parking lot, not adjacent to exterior doors, or in areas where such enclosures can compromise surveillance.
95. Any other line of sight obstructions (including recessed doors, alcoves, etc.) should be avoided on building exterior walls and interior hallways.
96. From a public safety perspective, the front entrance area needs 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:

97. 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.
98. An up-to-date map of the interior floor plan shall be provided to the Police Department. The map should minimally identify the locations of each entry/exit points, elevators, storage areas, entry/exit points controlled by electronic security devices, locations of security cameras, maintenance areas, stairwells, recreation centers, etc.

Landscaping:

99. Landscaping shall be of the type and situated in locations to maximize observation while

providing the desired degree of aesthetics. Security planting materials are encouraged. Landscaping shall not conceal doors or windows from view, obstruct visibility of the parking lot from the street, nor hinder access to the roof, if needed.

Security:

100. Video/security cameras security system shall be required for the site, with coverage at all access points to the building in and around the business. The video/security cameras shall record in high definition and also cover the parking lot area to have the clarity necessary to identify an individual, vehicle, etc., and have a field of view to maximize the area of coverage. The video/security system shall have the capacity to save/store footage for a minimum of thirty (30) days and have the capability to be downloaded. A copy of video/security footage shall be made available to law enforcement upon request for investigative purposes. It is recommended the employees of the business be appropriately 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.
101. 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.
102. Video/security cameras shall be required for the site with coverage at all access points into the building. The video/security cameras shall record in high definition and cover main areas, entrances/exits, any hallway leading to the restrooms, and the exterior parking lot.

Miscellaneous:

103. 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.
104. Applicant shall have fire extinguishers on site during normal business hours.

Key:

(P) = Planning
(B) = Building
(E) = Engineering
(F) = Fire Prevention
(PD) = Police Department
(CA) = City Attorney
(ALL) = All

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 Permit.

Date: _____

Signature of Permittee

EXHIBIT 2

ADDENDUM TO THE 1000 GIBRALTAR DRIVE FEIR

**ENVIRONMENTAL ASSESSMENT NO. EA24-0002
FOR
SITE DEVELOPMENT PERMIT NO. SD24-0006
AND
TREE REMOVAL PERMIT NO. TR25-0021**

EXHIBIT 3

MITIGATION MONITORING & REPORTING PROGRAM (MMRP) FOR THE ADDENDUM TO THE 1000 GIBRALTAR DRIVE FEIR

This Mitigation Monitoring and Reporting Program (MMRP) is formulated based upon the findings of the 15164 Addendum to the 1000 Gibraltar Drive Environmental Impact Report (SCH# 2020069024) available for public review and inspection at the City's website prepared for the 1000 Gibraltar Drive Project (project). The MMRP, which is found in Table 1, lists mitigation measures recommended in the Addendum prepared for the proposed project and identifies mitigation monitoring requirements. The Final MMRP must be adopted when the City of Milpitas (City) makes a final decision on the project.

This MMRP has been prepared to comply with the requirements of State law (Public Resources Code Section 21081.6). State law requires the Lead Agency to adopt an MMRP when mitigation measures are required to avoid significant impacts. The MMRP is intended to ensure compliance with the mitigation measures identified in the Addendum during implementation of the project.

The MMRP is organized in a matrix format. The first two columns identify the potential impacts and corresponding mitigation measures. The third column, entitled "Timeframe for Implementation", refers to when monitoring will occur to ensure that the mitigating action is completed. The fourth column, entitled "Responsibility for Implementation", refers to the party responsible for implementing the mitigation measure. The fifth column, entitled, "Oversight of Implementation", refers to the party responsible for oversight or ensuring that the mitigation measure is implemented.



MILPITAS PLANNING COMMISSION AGENDA REPORT

March 24, 2021

APPLICATION:

P-SD19-0008, P-EA20-0004, and P-TR19-0007 – A Site Development Permit to demolish existing on-site buildings, parking lots, and associated improvements and to construct a new 491,040-square foot tilt-up concrete distribution center with office space, surface parking lots, and associated site improvements on a 29.86-acre parcel in the M2 (Heavy Industrial) Zoning District. The surface parking will include 346 vehicle parking spaces distributed on all sides of the building and a total of 101 oversized truck parking spaces to the west and east of the building. The project also includes a Tree Removal Permit to remove and replace 88 protected trees on the site. As Lead Agency, the City has prepared an Environmental Impact Report (SCH #2020069024) in accordance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Sections 21080(d) and 21082.2(d) and CEQA Guidelines Section 15064.

RECOMMENDATION:

Staff recommends that the Planning Commission conduct a public hearing, consider the Environmental Impact Report pursuant to Public Resources Code Sections 21080(d) and 21082.2(d) and CEQA Guidelines Section 15064, adopt Resolution No. 21-006, approving Site Development Permit P-SD19-0008 and Tree Removal Permit P-TR19-0007, and Environmental Assessment P-EA20-0004, subject to findings and Conditions of Approval, and Resolution No. 21-007 certifying an Environmental Impact Report pursuant to Public Resources Code Sections 21080(d) and 21082.2(d) and CEQA Guidelines Section 15064.

LOCATION:

Address/APN:

1000 Gibraltar Drive (APN: 086-42-033)

PEOPLE:

Project Applicant:

Overton Moore Properties

Property Owner:

CTC Property, LLC

Project Planner:

Rozalynne Thompson, Senior Planner

LAND USE:

General Plan Designation: Manufacturing (MFG)
Zoning District: Heavy Industrial (M2)
Site Area: 29.86 acres

ENVIRONMENTAL:

Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15063(a), staff prepared an Initial Study to determine which environmental topics should be analyzed under an Environmental Impact Report (EIR). Through the Initial Study, it was determined that the Project may result in significant environmental impacts to air quality, greenhouse gas emissions, noise, and transportation. Therefore, staff prepared an EIR pursuant to Public Resources Code Sections 21080(d) and 21082.2(d) and CEQA Guidelines Section 15064 (SCH #2020069024).

EXECUTIVE SUMMARY

The applicant requests a Site Development Permit, Tree Removal Permit, and Environmental Assessment to demolish existing on-site buildings, parking lots, and associated improvements and construct a new 491,040-square foot tilt-up concrete distribution center with office space, surface parking lots, and associated site improvements on a 29.86-acre parcel in the M2 (Heavy Industrial) Zoning District. The surface parking will include three-hundred and forty-six (346) vehicle parking spaces distributed on all sides of the building and a total of 101 oversized truck parking spaces to the west and east of the building. The Project also requests removal of 88 protected trees from the site.

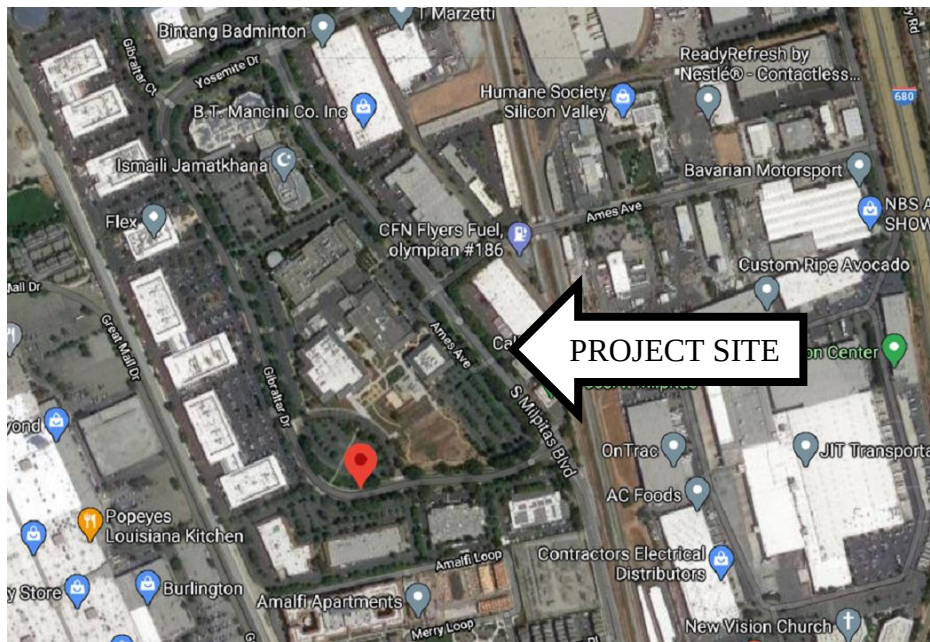
The application includes one entitlement request, a ministerial permit, and environmental analysis to allow the proposed development, as follows:

1. Site Development Permit SD19-0008: To allow the demolition of existing on-site buildings, parking lots, and associated improvements and develop a new 491,040-square foot tilt-up concrete distribution center with office space, surface parking lots, and associated site improvements on a 29.86-acre site; and
2. Tree Removal Permit TR19-0007: To remove 88 protected trees pursuant to Section X-2-4.02 of the Milpitas Municipal Code; and
3. Environmental Assessment EA20-0004: To review and certify an Environmental Impact Report pursuant to Public Resources Code Sections 21080(d) and 21082.2(d) and CEQA Guidelines Section 15064.

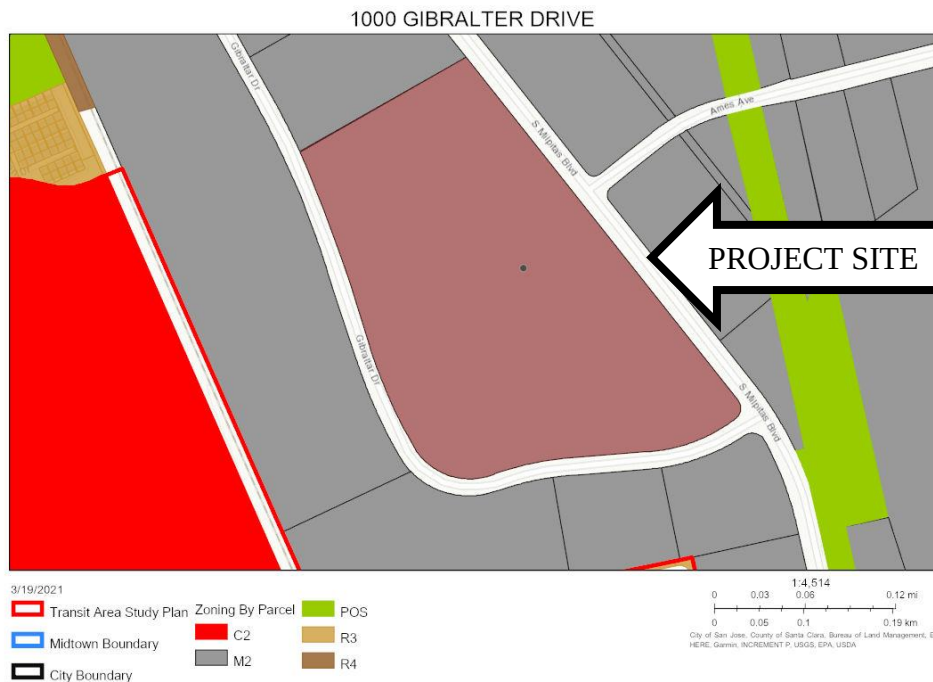
Staff reviewed the requests outlined above and while the Project may be inconsistent with some of the objectives of the General Plan and may have some significant and unavoidable environmental impacts, on balance, the benefits of the Project appear to outweigh the unavoidable adverse effects. The balance of this report provides specific details regarding each of these requests.

Staff recommends that the Planning Commission open and close the public hearing, consider the Environmental Impact Report, adopt Resolution No. 21-007 to certify the Environmental Impact Report, and adopt Resolution No. 21-006, recommending approval to the Planning Commission of the above entitlements, subject to the Conditions of Approval included in Exhibit 1 of the above-referenced Resolution.

Map 1: Project Location



Map 2: Zoning Map



Agenda Item #IX-2: Site Development Permit P-SD19-0008, Tree Removal Permit P-TR19-0007, and Environmental Assessment P-EA20-0004

March 24, 2021

BACKGROUND

History

Four existing buildings on the project site previously housed a research and development company called Lifescan, Inc. that ceased operations in 2015. Lifescan, Inc. acquired the property in 1986, with two buildings (Buildings 1 and 2 of the campus) already developed on the site, circa 1980. A 144,000-square foot research and development building was constructed in 1990, and a 125,000-square foot office building was constructed in 1996. Subsequent improvements included a building expansion, equipment enclosure, and parking lot. The street frontage and site are landscaped with a large number and variety of ornamental trees including valley oak, olive, paloverde, pittosporum, coast redwood, coast live oak, queen palm, spruce, crape myrtle, zelkova, strawberry tree, plum/cherry, yellow birch, Chinese pistache, London plane tree, sweetgum, Chinese fringe tree, and shamel ash. Most of the mature trees surrounding the perimeter of the site will be retained and incorporated into the landscape plans for the new project.

PROJECT DESCRIPTION

OVERVIEW

The applicant requests a Site Development Permit, Tree Removal Permit, and certification of an Environmental Impact Report (EIR) to demolish existing on-site buildings representing 397,009 square feet, parking lots, and associated improvements and construct an approximately 491,040-square foot, two-story building with mezzanine area with a proposed height of 44 feet. Approximately 486,130 square feet of warehouse and 4,910 square feet of office space is proposed. The proposed building has been designed to accommodate up to two separate tenants with proposed uses including Advanced Manufacturing, E-Commerce, Light Assembly, Warehouse/Distribution, and possibly other uses permitted within the M2 (Heavy Industrial) Zoning District.

Five driveways, ranging in widths of 30 to 50 feet, would be provided along South Milpitas Boulevard and Gibraltar Drive. Surface parking lots would surround or are adjacent to the proposed industrial building. The Project includes 346 vehicular parking spaces, including eight accessible stalls, and 101 parking stalls for truck trailers, for a total of 447 parking stalls. Although prospective tenants and proposed uses are not known at this time, 84 dock high doors are proposed at the east and west elevations of the building for truck access at South Milpitas Boulevard and Gibraltar Drive, respectively.

The Project will require the removal of 88 protected trees from the site, and in accordance with the City of Milpitas Tree Protection and Heritage Tree Program (MMC Section X-2-7), the applicant proposes to install 215 replacement trees as part of the proposed project. Replacement trees will include 15 gallon box Lagerstroemia Indica “Tuscarora” (Crape Myrtle), Pistacia Chinensis (Chinese Pistache), Quercus Agrifolia (Coast Live Oak), Cedrus Deodara (Deodar Cedar), Lophostemon Confertus (Brisbane Box), and Olea Europaea (Olive) trees. Additionally, a variety of shrubs, groundcovers, and vines will be planted on the project site as shown on the Landscape Plan, Sheet L1.1 in the Project plans (Attachment E). Most of the existing mature trees located

around the perimeter of the site would be retained and incorporated into the landscape plans for the proposed project.

Upon review of the application for the proposed Project, the City determined that the project has the potential to result in potentially significant environmental impacts and, therefore, an EIR should be prepared. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15063(a), staff prepared an Initial Study to determine which environmental topics should be analyzed under an Environmental Impact Report (EIR)). Through the Initial Study, it was determined that the Project may result in significant environmental impacts to air quality, greenhouse gas emissions, noise, and transportation. Therefore, staff prepared an EIR pursuant to Public Resources Code Sections 21080(d) and 21082.2(d) and CEQA Guidelines Section 15064 (SCH #2020069024).

LOCATION AND CONTEXT

The project site is approximately 29.86 acres, irregularly-shaped, and occupied by a vacant, 397,009-square foot corporate campus including four office buildings and research/development facilities ranging from one to two stories in height with surface parking lots along the site periphery. The campus has been vacant since 2015. The entire site is landscaped with a large number and variety of ornamental trees including valley oak, olive, paloverde, pittosporum, coast redwood, coast live oak, queen palm, spruce, crape myrtle, zelkova, strawberry tree, plum/cherry, yellow birch, Chinese pistache, London plane tree, sweetgum, Chinese fringe tree, and shamel ash.

The Project site is within the south-central portion of the City of Milpitas and is surrounded by light industrial and commercial uses. The Project site is bounded by South Milpitas Boulevard to the east, Gibraltar Drive to the south and west, and by a multi-tenant office building to the north.

Table 1 provides a summary of surrounding land uses:

Table 1: Zoning and Land Use Summary

	General Plan	Zone	Uses
Subject Site	Manufacturing (MFG)	Heavy Industrial (M2)	Vacant
North	Manufacturing (MFG)	Heavy Industrial (M2)	Industrial/Office
South	N/A	N/A	Gibraltar Drive
East	N/A	N/A	South Milpitas Boulevard
West	N/A	N/A	Gibraltar Drive

PROJECT ANALYSIS

This section will evaluate the proposed Project's (referred to as "the Project") conformance with the Milpitas General Plan and Zoning Code.

GENERAL PLAN

The existing General Plan land use designation for the Project site is Manufacturing (MFG). This classification encompasses a variety of light and heavy industrial activities, such as manufacturing, packaging, processing, warehousing and distribution, and ancillary support uses.

The proposed Project conforms with the policies and standards in the City's General Plan actions and policies as set forth in Table 2 below:

Table 2: General Plan Consistency

Policy	Consistency Finding
<i>LU 4-2: Emphasize efforts to reduce regional vehicle miles traveled by supporting land use patterns and site designs that promote active modes of transportation, including walking, biking, and public transit</i>	Inconsistent: Although tenants of the proposed facility have yet been identified, the transportation analysis in the Environmental Impact Report, which uses vehicle miles travelled (VMT) methodology to evaluate transportation-related impacts, is based on a logistics/fulfillment center use. The VMT per employee (16.19) does not meet the significance criteria of 15 percent below the Santa Clara Countywide average (14.31). The Project VMT per employee exceeds the threshold by 13 percent (16.19/14.31). While the transportation analysis lists several transportation, demand measures that could potentially lower the Project's VMT, the effectiveness of the group of measures cannot be assured, as the actual future employee commute mode choices cannot be known.
<i>LU 5-3: Ensure new development is consistent with specific height limits established within the City's Zoning Ordinance as applied through the zoning district for all properties within the City.</i>	Consistent: According to Table XI-10-7.03-1 "Industrial Zone Development Standards", the maximum height limit in the M2 zoning district is 35 feet or three stories. However, a structure may exceed the height limit if the Planning Commission finds that any such excess height will not be detrimental to the light, air, or privacy of any other structure or use currently existing or anticipated. With a proposed height of 44 feet, the Project would exceed the maximum height limit in the M2 and,

Policy	Consistency Finding
	therefore, the additional finding must be made by the Planning Commission. Given that heights of surrounding structures vary and that there are sufficient setbacks between the proposed building and structures on adjacent parcels, the proposed height of the Project would not be detrimental to the light, air, or privacy of any other adjacent structure.
LU 5-4: Prohibit the establishment or encroachment of incompatible uses into industrial and manufacturing designated lands and prohibit new uses which would result in the imposition of additional operational restrictions and/or mitigation requirements on industrial and manufacturing users due to land use incompatibility.	Consistent: Although tenants of the proposed facility have yet been identified, it is anticipated that the facility would operate as a logistics/fulfillment center. A logistics/fulfillment center is a permitted use pursuant to Table XI-10-7.02-1 “Industrial Zone Uses”.
LU 7-3: Encourage the development of new industrial, manufacturing, and business park areas and the redevelopment of existing older or marginal areas with new similar uses, especially those in locations which facilitate efficient multi-modal commute patterns. Use available public financing to provide necessary infrastructure improvements to encourage economic development and revitalization	Consistent: The proposed Project would replace a vacant, 39 year-old corporate campus with a new facility. As an in-fill development project, the site is served by a variety of transit services provided by the Santa Clara Valley Transportation Authority (VTA), Alameda-Contra Costa (AC) Transit, and Bay Area Rapid Transit (BART). These services include local bus, light rail transit services, and inter-city rail services.
LU 7-5: Encourage the provision of employee-serving amenities in workplaces, such as parks and plazas, outdoor seating areas, fitness facilities, daycare centers, bicycle storage areas and showers. This policy is particularly applicable to the Business Park Research & Development and areas of higher intensity job centers as a means to reduce vehicle trips, encourage walking and bicycling, and support air quality, public health, and sustainability goals.	Consistent: The Project also includes the addition of outdoor amenity space. Employee amenity areas will be added adjacent to the office spaces located at the southeast and northwest corners of the site. Additionally, the Project proposes to install Par Course exercise stations throughout the site for employee use and use by the general public.
CIR 1-9: Evaluate the impacts of development proposals and capital improvements on intersection and	Consistent: According to the Local Transportation Analysis (LTA) prepared by Fehr & Peers in October 2020, the addition of Project traffic would

Policy	Consistency Finding
<i>roadway operations using measures that may include Level of Service. Higher levels of delay may be considered acceptable at selected high activity locations where mitigations would negatively impact other transportation modes.</i>	increase intersection average delays but would not result in adverse effects on intersection operations under existing, near-term, and cumulative conditions.
CIR 1-11: Maintain acceptable service standards for all major streets and intersections for all modes of transportation, with an emphasis on comfort and safety to increase choices for pedestrians and people who ride bicycles. Examples of multimodal evaluation considerations may include tradeoffs between addition of turn lanes and the resulting impacts to continuity of bike lanes or increases in pedestrian crossing distance and delay	Consistent: According to the Local Transportation Analysis (LTA) prepared by Fehr & Peers in October 2020, the addition of Project traffic would increase intersection average delays but would not result in adverse effects on intersection operations under existing, near-term, and cumulative conditions. Furthermore, the analysis concluded that the Project driveways will be constructed to City of Milpitas design standards, including the provision of adequate sight distance between vehicles exiting the driveways and autos and bicyclists travelling on the adjacent roadways, and, therefore, would not obstruct bicyclists or adversely affect bicycle circulation. The Project would not adversely affect pedestrian circulation because sidewalks would be maintained and, other than rerouting during construction, pedestrian walkways will retain the same path of travel.
CD 1-1: Require development projects to: A. Preserve positive characteristics and unique features of the site; and B. Incorporate a context-sensitive design approach that considers the scale and existing and desired character of adjacent uses and the surrounding neighborhood or district.	Consistent: Although the Project entails demolishing an existing building and removing 88 protected trees, the site would be redeveloped with a new, industrial building that complements the architectural style of surrounding buildings and maintains 100 remaining trees and plants an additional 215 trees of similar species on the site. Surrounding buildings vary from one to two stories and, with a peak height of 44 feet coupled with a setback of at least 50 feet, the Project considers the scale of the existing buildings in the surrounding neighborhood in its design.
CD 1-2: Encourage infill development projects to accommodate contemporary uses and design and planning approaches and requirements in manner that	Consistent: Flexibility is a key issue as companies transform their business operations and technology pushes change at an ever increasing pace. The floor plan of the proposed building provides large unobstructed spaces that accommodate many types

Policy	Consistency Finding
<i>minimizes conflicts with the surrounding existing development.</i>	of activities and supports changing operations in an evolving business landscape. Further, five driveways ranging in widths of 30 to 50 feet would provide access along South Milpitas Boulevard and Gibraltar Drive. The truck dock yards are proposed to be wider than typical at 125 feet, allowing for interior maneuverability within the truck courts. Further, the Project does not propose any off-site roadway changes that would obstruct bicyclists or adversely affect bicycle circulation and the Project maintains the current sidewalk design along the South Milpitas Boulevard and Gibraltar Drive Project frontages.
CD 1-6: <i>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.</i>	Consistent: The Project will require the removal of 88 protected trees from the site, and in accordance with the City of Milpitas Tree Protection and Heritage Tree Program (MMC Section X-2-7), the applicant will install 215 replacement trees on the project site. Replacement trees will include 15 gallon box Lagerstroemia Indica “Tuscarora” (Crape Myrtle), Pistacia Chinensis (Chinese Pistache), Quercus Agrifolia (Coast Live Oak), Cedrus Deodara (Deodar Cedar), Lophostemon Confertus (Brisbane Box), and Olea Europaea (Olive) trees. The remaining trees will be maintained. Additionally, a variety of shrubs, groundcovers, and vines will be planted on the Project site. Existing mature trees around the perimeter of the site will be retained.
CD 1-10: <i>Minimize the visual impacts of public and private communication, service, and utility facilities by requiring the provider to incorporate sensitive site design techniques, including, but not limited to the placement of facilities in less conspicuous locations, the undergrounding of facilities wherever possible, and the screening of facilities.</i>	Consistent: Part of the Project entails introduction of eight-foot tall green screens along South Milpitas Boulevard and Gibraltar Drive. The green screens provide living visible barriers that adequately screen views into the truck courts from South Milpitas Boulevard and Gibraltar Drive. All existing and proposed utilities and utility service connections are required to be undergrounded.
CD 2-4: <i>Locate site entries, parking areas, storage bays, and service areas of buildings to minimize conflicts with</i>	Consistent: The circulation has been designed to ensure the safe and efficient movement of cars and trucks throughout the project site. Five driveways

Policy	Consistency Finding
<i>adjacent properties, especially residential neighborhoods. Also, parking, storage, and service areas should be sited to minimize their appearance from public right-of-ways.</i>	ranging in widths of 30 to 50 feet would be provided along South Milpitas Boulevard and Gibraltar Drive. The truck dock yards are wider than typical at 125 feet, allowing for interior maneuverability within the truck courts. Parking areas and loading bays will be screened from the right-of-way by eight-foot tall green screens along South Milpitas Boulevard and Gibraltar Drive.
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 clearances 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 Project has been reviewed by Planning, Building, Land Development, Traffic, Utilities, and Fire Departments for compliance with applicable local, state, and federal regulations related to security, aesthetics, and safety. The Project is subject to Conditions of Approval required by aforementioned departments and attached to this staff report as Attachment A.
CD 3-3: <i>Ensure that new development and redevelopment reinforces desirable elements of its neighborhood, district, or center, including architectural style, scale, and setback patterns.</i>	Consistent: The proposed industrial building complements the “Contemporary” architectural style of surrounding buildings. Surrounding buildings vary from one to two story and, with a peak height of 44 feet coupled with a setback of at least 50 feet, the Project considers the scale of the existing buildings in the surrounding neighborhood.
CD 3-10: <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>	Consistent: The Project includes the addition of outdoor amenity space. Employee amenity areas will be added adjacent to the office spaces located at the southeast and northwest corners of the site. Additionally, the Project proposes to install Par Course exercise stations throughout the site for employee use. Further, the Project does not propose any off-site roadway changes that would obstruct bicyclists or adversely affect bicycle circulation and the Project maintains the current sidewalk design along the South Milpitas Boulevard and Gibraltar Drive Project frontages. The main access point for pedestrians will be at the southeast corner of the site, near the intersection of

Policy	Consistency Finding
<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>	South Milpitas Boulevard and Gibraltar Drive. An employee amenity area is adjacent to the main entrance for ease of employee access and to encourage pedestrian activity. Although most of the floor space of the building is comprised of warehouse, the ceiling height of the ground floor of both office components is 16 feet. The 16-foot ceiling height creates a human scale ground floor environment for employees and visitors to the site.
CD 5-1: <i>Design new development to reflect the character of the predominant existing development of the same type in the surrounding area through the regulation of lot size, street frontage, height, building scale, siting/setbacks, and building orientation.</i>	Consistent: The proposed building incorporates a contemporary architectural style that complements the surrounding industrial buildings. The design of the proposed industrial building includes two-story lanterns of glass that accentuate the office corners of the facility creating solid and void in the massing of the 44-foot tall facilities. Clerestories of glazing are proposed high on the concrete tilt up panels between the transparent corners and provide natural light deep into the building footprint. Concrete panel elements are proposed to be used as accents and multi-colored paint compositions to break down the scale of the concrete tilt up walls. Each office area would also have an operable garage door that would open to a private patio.
CD 5-5: <i>For infill development, incorporate context sensitive design elements that maintain compatibility and raise the quality of the area's architectural character.</i>	Consistent: Refer to answer above.
CD 5-7: <i>Encourage the use of creative landscape design to create visual interest and reduce conflicts between different land uses.</i>	Consistent: Generous setbacks with landscaping along South Milpitas Boulevard and Gibraltar Drive will provide a consistent visual identity. The enhanced landscaping combines existing trees with new and provides varied tree species and shrubs with plant species that are consistent with the surrounding area and meet drought tolerant requirements. Green screens will provide living visible barriers that

Policy	Consistency Finding
	adequately screen views into the truck courts from South Milpitas Boulevard and Gibraltar Drive.
CD 11-8: <i>Encourage low-impact development, including but not limited to, bioretention cells/rain gardens, cisterns and rain barrels, green roofs, pervious concrete/porous pavement, bioswales, and media filters.</i>	Partially Consistent: A Stormwater Control Plan (SCP) prepared for the proposed Project indicates that the Project would include the use of bio-retention treatment areas to manage and treat stormwater runoff on the project site. The SCP currently does not indicate that pre-treatment of runoff would occur prior to infiltration of stormwater runoff from areas of truck parking. The City of Milpitas is responsible for ensuring that the proposed Project complies with the requirements of Provision C.3 of the Municipal Regional Permit (MRP); therefore, as a Condition of Approval, the City would require that the SCP be modified, as necessary, to include the required stormwater control and treatment measures, including pre-treatment of stormwater runoff prior to treatment through infiltration devices and source control measures that comply with Provision C.3 of the MRP.
CON 1-1: <i>Ensure that new development is consistent with the energy objectives and targets identified by the City's Climate Action Plan (CAP).</i>	Inconsistent: Based on the potential to increase greenhouse gas emissions either directly or indirectly due to changes in daily traffic trips associated with the project site and increased energy usage on-site, it was determined that the proposed Project could result in a potentially significant greenhouse gas emissions impact. Further environmental analysis concluded that the Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Given that the success of implementing Greenhouse Gas Mitigation Program is speculative at this time, the impact cannot be mitigated to a less-than-significant level and, therefore, would be significant and unavoidable.
CON 2-1: <i>Conserve existing native trees and vegetation where possible and integrate regionally native trees and plant</i>	Consistent: The Project will remove 88 protected trees from the site, and in accordance with the City of Milpitas Tree Protection and Heritage Tree Program (MMC Section X-2-7), the applicant

Policy	Consistency Finding
<i>species into development and infrastructure projects where appropriate.</i>	proposes to install 215 replacement trees on the project site. Replacement trees will include 15 gallon box Lagerstroemia Indica “Tuscarora” (Crape Myrtle), Pistacia Chinensis (Chinese Pistache), Quercus Agrifolia (Coast Live Oak), Cedrus Deodara (Deodar Cedar), Lophostemon Confertus (Brisbane Box), and Olea Europaea (Olive) trees. The remaining trees on site will be maintained. Additionally, a variety of shrubs, groundcovers, and vines will be planted on the Project site.
CON 2-3: <i>Avoid removal of large, mature trees that provide wildlife habitat, visual screening, or contribute to the visual quality of the environment through appropriate project design and building siting. If full avoidance is not possible, prioritize planting of replacement trees on-site over off-site locations. Replacement trees for high-quality mature trees should generally be of like kind, and provide for comparable habitat functionality, where appropriate site conditions exist.</i>	Consistent: The Project will remove 88 protected trees from the site, and in accordance with the City of Milpitas Tree Protection and Heritage Tree Program (MMC Section X-2-7), the applicant proposes to install 215 replacement trees on the project site. Replacement trees will include 15 gallon box Lagerstroemia Indica “Tuscarora” (Crape Myrtle), Pistacia Chinensis (Chinese Pistache), Quercus Agrifolia (Coast Live Oak), Cedrus Deodara (Deodar Cedar), Lophostemon Confertus (Brisbane Box), and Olea Europaea (Olive) trees. Existing mature trees around the perimeter of the site will be maintained.
CON 7-3: <i>Require projects which generate high levels of air pollutants, such as heavy industrial, manufacturing facilities and hazardous waste handling operations, to incorporate air quality mitigations in their design to reduce impacts to the greatest extent feasible.</i>	Inconsistent: Environmental analysis pursuant to CEQA determined that the Project could potentially result in a cumulatively considerable net increase of any criteria pollutant for which the Project region (San Francisco Bay Area) is non-attainment under an applicable federal or state ambient air quality standard. Even if the Project implemented a mitigation measure that requires emissions offsets to be purchased, the reduction of nitrous oxide (NOx) through an offset program is not real, verifiable, and enforceable at time of preparation of the environmental analysis. Therefore, this impact is significant and unavoidable.
CON 7-4: <i>Require projects to adhere to the requirements of the Bay Area Air Quality Management District (BAAQMD).</i>	Inconsistent: The BAAQMD’s CEQA Air Quality Guidelines include thresholds of significance to assist lead agencies in evaluating and mitigating air quality impacts under CEQA. The BAAQMD’s

Policy	Consistency Finding
	thresholds established levels at which emissions of ozone precursors (ROG and NOx), PM10, PM2.5, local CO, TACs, and odors could cause significant air quality impacts. The analysis in the EIR concluded that unmitigated NOx emissions from Project operation were above the threshold of significance during the first two years of Project operation in 2022 and 2023 and, even with mitigation, the impacts would remain significant and unavoidable.
<i>N 1-1: Consider the noise compatibility of existing and future development when making land use planning decisions. Require development and infrastructure projects to be consistent with the land use compatibility standards contained in Tables N-1 and N-2 to ensure acceptable noise exposure levels for existing and future development.</i>	Consistent: According to the noise analysis in the EIR, existing noise-sensitive land uses would not be exposed to construction noise levels in excess of the significance thresholds for a period of more than one year; the proposed Project is not expected to cause a substantial permanent noise level increase at the existing residential land uses in the Project vicinity; the proposed Project is not expected to generate noise levels in excess of standards established in the City’s General Plan or Municipal Code at the nearby sensitive receptors; and, the Project site is located approximately 4 miles from the nearest airport, and the proposed Project would not expose people working at the site to excessive aircraft noise. The EIR concludes that noise impacts from the Project would be less-than-significant.

ZONING CONFORMANCE

Although tenants of the proposed facility have yet been identified, it is anticipated that the facility would operate as a logistics/fulfillment center. A logistics/fulfillment center is considered a “distribution facility” under Table XI-10-7.02-1 “Industrial Zone Uses”, and, therefore, is a permitted use in the M2 Zoning District. As demonstrated in Table 3, the Project is consistent with most of the applicable development standards in Table XI-10-7.03-1 “Industrial Zone Development Standards” of the Zoning Code. To approve the proposed building height of 44 feet, the Planning Commission must find that any such excess height will not be detrimental to the light, air or privacy of any other structure or use currently existing or anticipated.

Table 3:
Summary of M2 Zoning District Development Standards

Standards	M2 Requirements	Proposed	Complies
Front Setback (min)	35 feet from face of curb	50 feet	Yes
Street Side Yard Setback (min)	35 feet from face of curb	99 feet from face of curb	Yes
Rear (min)	None	35 feet	Yes
Floor Area Ratio	.40	.37	Yes
Landscaped Space (Min.)	Required front yard area and required side yard area	Required front yard area and required side yard area	Yes
Building Height (max)	3 stories or 35 feet	44 feet	Requires Planning Commission approval

Parking

The number of required parking spaces and number of allowable compact stalls for the Project are analyzed below.

Number of Required Parking Spaces

The Project proposes a total of 346 vehicular parking spaces. Although not required, the Project proposes 101 truck trailer parking spaces. The applicable parking ratios and the parking spaces provided by the Project are identified in Table 4:

Table 4: Parking Requirements

Land Use	Size/No. of Units	Rate	Spaces Required	Spaces Provided
<i>Warehouse with Office</i>				
Warehouse Space	486,130 sq. ft.	One per 1,500 sq. ft.	324	332
Office Space	4,910 sq. ft.	One per 350 sq. ft.	14	14
<i>Parking Totals:</i>			<i>338</i>	<i>346</i>

Number of Compact Parking Stalls

For parking areas containing ten or more stalls serving distribution facilities, Subsection XI-10-53.07(B) of the Zoning Code allows up to 40 percent of the required and non-required parking stalls to be designed as compact stalls to accommodate compact cars. The required stall depth and width is 7.5 feet and 15 feet, respectively, per Table XI-10-53.13-1 “Parking Stall and Drive Aisle Dimensions” of the Zoning Code. Of the 346 parking spaces proposed, 40 percent of the parking spaces, or 142 spaces, would be compact spaces, which is allowed under the Zoning Code.

Traffic

Fehr & Peers prepared both the Local Transportation Analysis (LTA) and Vehicular Miles Traveled (VMT) analysis for the EIR for the Project. Specifically, the LTA evaluated the transportation impacts that could result from the proposed Project, including impacts associated with traffic congestion, transit services, and pedestrian and bicycle circulation. The VMT analysis in the EIR evaluated the Project’s trip generation and trip length by vehicles to the site, which is required by Senate Bill 743 and implemented through CEQA Guidelines Section 15064.3(b). Pursuant to CEQA Guidelines Section 15064.3(b), only the conclusions from the VMT analysis are used to determine whether the Proposed project would have adverse impacts on the surrounding transportation system.

Based on the VMT analysis in the EIR, the proposed Project would not meet the 15 percent reduction in VMT in the traffic analysis zones in the Project vicinity (roughly the area bounded by Calaveras Boulevard, I-880, Montague Expressway, and the railroad tracks) and, therefore, would have an impact on Home-based Work VMT per employee. The VMT analysis has also concluded that the Project would have a significant cumulative impact. Given that the effectiveness of the mitigation measures depends on the actual future commute choices and that those choices cannot be known at this time, the effectiveness of the mitigation measures cannot be assured. Therefore, this impact remains significant and unavoidable with mitigation. The LTA can be found as Appendix G to the Draft EIR and the VMT analysis can be found in the Final EIR, all of which can be found at <https://www.ci.milpitas.ca.gov/milpitas/departments/environmentaldocuments/#1608682119550-114afe6e-904f>.

Tree Removal

Subsection X-2-4.02 of the Milpitas Municipal Code requires a Tree Removal Permit to remove protected trees. Subsection X-2-7.01 of the Milpitas Municipal Code includes “trees which have a thirty-seven-inch (37”) or greater circumference of any trunk measured 4.5 feet from the ground, when removal relates to any transaction for which zoning approval or subdivision approval is required” as “protected trees”. Each removed tree must be replaced by at least two trees on the project site, pursuant to Subsection X-2-4.02 of the Milpitas Municipal Code.

Based on the proposed site plan, 88 protected trees will be removed from the project area. Approximately 100 trees will remain on the site. The removed trees will be replaced with a total of 215 replacement trees on the project site. Replacement trees will include 15 gallon box Lagerstroemia Indica “Tuscarora” (Crape Myrtle), Pistacia Chinensis (Chinese Pistache), Quercus Agrifolia (Coast Live Oak), Cedrus Deodara (Deodar Cedar), Lophostemon Confertus (Brisbane Box), and Olea Europaea (Olive) trees. The remaining trees will be maintained. Therefore, the

Project complies with the requirements of the Milpitas Municipal Code. The placement of these trees is shown in the Landscape Plan on Sheet L1.1 of the project plans (see Attachment E).

FINDINGS

A finding is a statement of fact relating to the information that the Planning Commission has considered in making its decision. Findings will identify the rationale behind the decision.

Site Development Permit (Subsection XI-10-57.03(F)(1))

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 architecture is reflective of a ‘Contemporary’ architectural style that incorporates various wall planes and massing elements that adds interest to the proposed elevations. The proposed building height ranges from 36 feet to 44 feet. The building includes two story lanterns of glass that accentuate the office corners of the facility creating a play of solid and void in the massing of the 44 foot tall facilities. Clerestories of glazing occur high on the concrete tilt up panels between the transparent corners and provide natural light deep into the building footprint. Concrete panel elements are used as accents and multi-colored paint compositions break down the scale of the concrete tilt up walls. The proposed exterior elevations consist of painted concrete tilt-up panels and blue-glazed glass. The exterior of the buildings will be grey with blue accent trim along the parapet and exterior building materials will include metal awnings painted to match the accent trim.

Generally, buildings to the surrounding the Project site vary in height. At a maximum height of 44 feet, the proposed building complements neighboring buildings. Further, the 50-foot setback from the nearest adjacent residence aids in reducing perceived massing and scale.

With respect to the design of the proposed buildings, the applicant has chosen a design in a “Contemporary” architectural style, which is compatible with the surrounding structures. The exterior building materials, colors and craftsmanship-related detailing also relate to the neighboring buildings. To provide additional articulation, the applicant has added varied roof heights and recessed façades on all elevations.

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

The Project site is zoned M2 (Heavy Industrial). Although tenants of the proposed facility have yet been identified, it is anticipated that the facility would operate as a logistics/fulfillment center. A logistics/fulfillment center is considered a “distribution facility” under Table XI-10-7.02-1 “Industrial Zone Uses”, and, therefore, is a permitted use in the M2 Zoning District. As demonstrated in Table 3, with the exception of the maximum height limit, the Project complies with the required setbacks, number of parking spaces, landscaped area, and maximum floor area ratio. The proposed signage will be reviewed under a separate permit.

With a proposed height of 44 feet, the Project would exceed the maximum height limit in the M2 zone, and therefore, the Planning Commission must find that any such excess height will not be detrimental to the light, air or privacy of any other structure or use currently existing or anticipated, pursuant to MMC Table XI-10-7.03-1. Given that heights of surrounding structures vary and there are sufficient setbacks between the proposed building and structures on adjacent parcels, the proposed height of the Project would not be detrimental to the light, air, or privacy of any other structure.

Therefore, the Project is consistent with the Milpitas Zoning Code.

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

The proposed Project is partially consistent with the General Plan with respect to goals in the Land Use and Conservation elements as demonstrated in Table 2 above.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (Section 21000, et. seq. of the California Public Resources Code, hereafter CEQA) requires analysis of agency approvals of discretionary “projects.” A “project,” under CEQA, is defined as “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.” (CEQA Guidelines Section 15378.) Given that the demolition and construction of a new industrial building at 1000 Gibraltar Drive would require a Site Development Permit, a discretionary entitlement, and that the Project would result in the alteration of existing buildings and landscaping, it is a “project” under CEQA.

Initial Study and Notice of Preparation

Upon review of the application for the proposed Project, the City determined that the project has the potential to result in potentially significant environmental impacts and, therefore, an EIR should be prepared. In accordance with Section 15082 of the CEQA Guidelines, the City prepared a Notice of Preparation (NOP) for the Draft EIR (DEIR) as well as an Initial Study pursuant to 15063(a) of the CEQA Guidelines to determine which environmental topics should be analyzed under an Environmental Impact Report. The NOP and Initial Study were circulated on June 12, 2020 to local, state, and federal agencies, and nearby property owners within 1000 feet of the Project for a 32-day review period that ended on July 13, 2020. A scoping session was held on June 25, 2020 to solicit comment on potential topics to be analyzed under the DEIR.

Draft Environmental Impact Report

The DEIR was prepared and circulated for 52-day public review period on December 22, 2020. The public review period ended on February 12, 2021. A public comment meeting on the DEIR was held on February 1, 2021.

Other than the impacts discussed below, all the environmental impacts can be reduced to less than significant levels through implementation of standard conditions of approval or recommended mitigation measures.

The DEIR identifies the following significant and unavoidable environmental impacts related to air quality, greenhouse gas emissions, and transportation:

- **Impact AIR-2:** Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard
- **Impact GHG-1:** Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
- **Impact TRANS-2:** Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)
- **Cumulative Impact TRANS-5:** Conflict or be inconsistent with CEQA Guidelines section 15064.3(b)

Project Alternatives

Section 15123 of the CEQA Guidelines requires an EIR to identify each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect. The CEQA Guidelines further require EIRs to include the identification and evaluation of a reasonable range of alternatives that are designed to reduce the significant environmental impacts of the Project while still meeting the general project objectives.

The two alternatives considered were the “No Project” alternative and “Reduced Project” alternative. The “No Project” alternative assumes the continuation of existing physical conditions on the site, as well as development of the related projects. While the “No Project” alternative would have less-than-significant environmental impacts in most topic areas, the impact to transportation would remain significant and unavoidable. Moreover, the “No Project” alternative would not meet the objectives of the Project.

As for the “Reduced Project” alternative, this alternative would involve construction of a new single-story, tilt-up concrete creative industrial building with two supporting offices, and surface parking on all sides of the building, therefore providing the same on-site circulation as the proposed Project. However, under this Alternative, the Project’s building area would be reduced by 121,532 square feet, which is an approximately 25 percent reduction in building area compared to the proposed Project. Like the “No Project” alternative, impacts to transportation would remain significant and unavoidable, but the “Reduced Project” alternative would meet most of the Project’s objectives, though to a lesser degree.

Final EIR

The contents of the Final EIR include the Draft EIR, comments received during the public comment period on the Draft EIR, and responses to comments. The Final EIR includes Findings of Fact along with a Statement of Overriding Considerations and the Mitigation Monitoring and

Reporting Program (MMRP) for the Project. In accordance with CEQA, if specific economic, legal, social, technical, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable” and the decision-making agency may adopt a Statement of Overriding Considerations to address these impacts. Should the Planning Commission consider approval of the Project, the Commission must also take action to certify the Final EIR and adopt the Findings of Fact, Statement of Overriding Considerations, and MMRP. Should the Planning Commission deny the Project, staff would recommend that no action be taken on the Final EIR as a CEQA determination does not need to be made for a project that has been denied.

Given that significant and unavoidable impacts would remain with respect to air quality, greenhouse gas emissions, and transportation, a Statement of Overriding Considerations has been prepared. The CEQA findings and Statement of Overriding Considerations are included in Attachment B, which recommends that the Planning Commission certify the EIR, approve a Mitigation Monitoring and Reporting Program, and make findings that while there are significant unavoidable impacts, there are other economic, legal, social, technological, environmental, and other considerations that outweigh these impacts and warrant approving the Project.

PUBLIC COMMENT/OUTREACH

Due to the COVID-10 pandemic and shelter-in-place orders of the State of California and County of Santa Clara, the Planning Department established an “Online Public Forum” on the City website to provide nearby residents and property owners with an opportunity to review the Project plans online and submit comments or questions via email. The applicant mailed postcards to all addresses within 1,000 feet of the project site and invited the public to use the “Online Public Forum” to review the plans and submit comments.

Planning Department staff also 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 12, 2021. A public notice was also posted at City Hall and on the project site as well as on the City’s website at www.ci.milpitas.ca.gov. Apart from comments received during the public review period for the Draft EIR, as of the time of writing this report, there have been 21 comments received from the public. Comments from the public have ranged from generally favorable of the Project to raising concerns about traffic impacts, greenhouse gas emissions, and air pollution. Public comments received as of the date of the staff report have been can be found in Attachment G.

CONCLUSION

The Project meets several of the goals and policies of the Land Use, Circulation, Community Development, Conservation, and Noise Elements of General Plan. The Project is consistent with the General Plan, for instance, because varying heights of surrounding structures on adjacent properties and the Project’s ample setbacks ensure that the Project would not be detrimental to the light, air, or privacy of any other adjacent structure. Further, the proposed Project would replace a vacant, 39 year-old corporate campus with a new facility for industrial uses, which are permitted in the M2 (Heavy Industrial) Zoning District. Also, the proposed Project would not result in adverse effects on intersection operations under existing, near-term, and cumulative conditions

and the driveways of the proposed Project will be constructed to City of Milpitas design standards, including the provision of adequate sight distance between vehicles exiting the driveways and autos and bicyclists travelling on the adjacent roadways and would not adversely affect bicycle and pedestrian circulation. Additionally, by retaining 100 trees and proposing to install 215 trees of similar species to those removed and limiting the building height to 44 feet while proposing a minimum setback of 50 feet, the Project maintains positive features of the site and considers the scale of the existing buildings in the surrounding neighborhood in its design. The proposed industrial building complements the “Contemporary” architectural style of surrounding buildings, has a maximum height of 44 feet, and a minimum setback of 50 feet and, therefore, ensures that the redevelopment reinforces desirable elements of its neighborhood, including architectural style, scale, and setback patterns. To minimize conflicts with adjacent properties and minimize operations from public right-of-way, five driveways ranging in widths of 30 to 50 feet would be provided along South Milpitas Boulevard and Gibraltar Drive, truck dock yards are wider than typical at 125 feet, allowing for interior maneuverability within the truck courts, and parking areas and loading bays will be screened from the right-of-way by eight-foot tall green screens along South Milpitas Boulevard and Gibraltar Drive.

The Project also generally meets the findings for a Site Development Permit in the City of Milpitas Zoning Code. The layout of the site and design of the proposed buildings, structures and landscaping are compatible and aesthetically harmonious with adjacent and surrounding development because at a maximum height of 44 feet, the proposed building complements neighboring buildings, the 50-foot setback from the nearest adjacent residence aids in reducing perceived massing and scale, and “Contemporary” architectural style is compatible with the surrounding structures. The Project is consistent with the Milpitas Zoning Ordinance because the anticipated use, a logistics/fulfillment center, is a permitted use in the M2 (Heavy Industrial) Zoning District, the Project complies with the required setbacks, number of parking spaces, landscaped area, and maximum floor area ratio, and the proposed height would not be detrimental to the light, air, or privacy of any other structure. Finally, the Project, as explained above, is consistent with several the of the goals and policies of the Land Use, Circulation, Community Development, Conservation Elements of the General Plan and, therefore, is partially consistent with the finding that the Project be consistent with the General Plan.

The proposed Project would redevelop a vacant, underutilized site and contribute to the mix of industrial uses in the area along South Milpitas Boulevard. Moreover, the Project could generate local employment opportunities, both in short-term construction employment and long-term Project employment and improve the quality of life for Milpitas residents through job creation, revenue generation and other associated Project benefits. While the Project may be inconsistent with some of the objectives of the General Plan and may have some significant and unavoidable environmental impacts, on balance, the benefits of the Project appear to outweigh the unavoidable adverse effects.

RECOMMENDATION

STAFF RECOMMENDS THAT the Planning Commission:

1. Open and close the Public Hearing.
2. Adopt Resolution No. 21-007 certifying an Environmental Impact Report pursuant to Public Resources Code Sections 21080(d) and 21082.2(d) and CEQA Guidelines Section 15064.
3. Adopt Resolution No. 21-006, approving Site Development Permit P-SD19-0008 and Tree Removal Permit P-TR19-0007, and Environmental Assessment P-EA20-0004, subject to findings and Conditions of Approval.

ATTACHMENTS

A: Resolution No. 21-006 with Conditions of Approval

B: Resolution No. 21-007 with CEQA Findings and MMRP

C: Draft EIR and Final EIR -

<https://www.ci.milpitas.ca.gov/milpitas/departments/environmentaldocuments/#1608682119550-114afe6e-904f>

D: Project Narrative

E: Project Plans

F: Materials Board

G: Public Comments

RESOLUTION NO. 21-006

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MILPITAS APPROVING SITE DEVELOPMENT PERMIT P-SD19-0008, TREE REMOVAL PERMIT P-TR19-0007, AND ENVIRONMENTAL ASSESSMENT P-EA20-0007 TO DEMOLISH EXISTING ON-SITE BUILDINGS, PARKING LOTS, AND ASSOCIATED IMPROVEMENTS AND TO CONSTRUCT A NEW 491,040 SQUARE- FOOT TILT-UP CONCRETE DISTRIBUTION CENTER WITH OFFICE SPACE, PARKING LOTS, 346 VEHICLE PARKING SPACES, 101 TRUCK TRAILER SPACES, AND ASSOCIATED SITE IMPROVEMENTS LOCATED AT 1000 GIBRALTAR DRIVE

WHEREAS, on August 1, 2019, Overton Moore Properties, on behalf of CTC Property, LLC, submitted an application to the City of Milpitas to request approval to demolish existing on-site buildings, parking lots, and associated improvements and to construct a new, 491,040 square-foot tilt-up concrete distribution center with office space, parking lots, 346 vehicle parking spaces, 101 truck trailer spaces, and associated site improvements located at 1000 Gibraltar Drive (“the Project”); and

WHEREAS, in order to evaluate the Project under the California Environmental Quality Act (“CEQA,” codified at Public Resources Code § 21000, *et seq.*, as further governed by the CEQA Guidelines, found at 14 C.C.R. § 15000, *et seq.*), an environmental impact report was prepared (the Draft EIR, as revised by the Final EIR’s errata section, together with the other sections of the Final EIR, are collectively referred to herein as the “EIR,” State Clearinghouse No. 2020069024); and

WHEREAS, on March 24, 2021, the Planning Commission held a noticed public hearing on the Project, at which time the Commission considered a written staff report, the Final EIR, and all other oral and written comments presented to them; and

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

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

SECTION 2. Site Development Permit (Section XI-10-57.03(F)(1)) - *The Planning Commission makes the following findings based on the evidence in the public record in support of Site Development Permit No. SD20-0006:*

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.*

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The Project architecture is reflective of a ‘Contemporary’ architectural style that incorporates various wall planes and massing elements that adds interest to the proposed elevations. The proposed building height ranges from 36 feet to 44 feet. The building includes two story lanterns of glass that accentuate the office corners of the facility creating a play of solid and void in the massing of the 44 foot tall facilities. Clerestories of glazing occur high on the concrete tilt up panels between the transparent corners and provide natural light deep into the building footprint. Concrete panel elements are used as accents and multi-colored paint compositions break down the scale of the concrete tilt up walls. The proposed exterior elevations consist of painted concrete tilt-up panels and blue-glazed glass. The exterior of the buildings will be grey with blue accent trim along the parapet and exterior building materials will include metal awnings.

Generally, buildings to the surrounding the Project site vary in height. At a maximum height of 44 feet, the proposed building complements neighboring buildings. Further, the 50-foot setback from the nearest adjacent residence aids in reducing perceived massing and scale.

With respect to the design of the proposed buildings, the applicant has chosen a design in a “Contemporary” architectural style, which is compatible with the surrounding structures. The exterior building materials, colors and craftsmanship-related detailing also relate to the neighboring buildings. To provide additional articulation, the applicant has added varied roof heights and recessed façades on all elevations.

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

The Project site is zoned M2 (Heavy Industrial). Although tenants of the proposed facility have yet been identified, it is anticipated that the facility would operate as a logistics/fulfillment center. A logistics/fulfillment center is considered a “distribution facility” under Table XI-10-7.02-1 “Industrial Zone Uses”, and, therefore, is a permitted use in the M2 Zoning District. As demonstrated in Table 3, with the exception of the maximum height limit, the Project complies with the required setbacks, number of parking spaces, landscaped area, and maximum floor area ratio. The proposed signage will be reviewed under a separate permit.

With a proposed height of 44 feet, the Project would exceed the maximum height limit in the M2 zone, and therefore, the Planning Commission must find that any such excess height will not be detrimental to the light, air or privacy of any other structure or use currently existing or anticipated, pursuant to MMC Table XI-10-7.03-1. Given that heights of surrounding structures vary and there are sufficient setbacks between the proposed building and structures on adjacent parcels, the proposed height of the Project would not be detrimental to the light, air, or privacy of any other structure.

Therefore, the Project is consistent with the Milpitas Zoning Code.

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

The project site has a General Plan land use designation of Manufacturing (MFG). This classification encompasses a variety of light and heavy industrial activities, such as manufacturing, packaging, processing, warehousing and distribution, and ancillary support uses.

The Project meets several of the goals and policies of the Land Use, Circulation, Community

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Development, Conservation, and Noise Elements of General Plan. The Project is consistent with the General Plan, for instance, because varying heights of surrounding structures on adjacent properties and the Project's ample setbacks ensure that the Project would not be detrimental to the light, air, or privacy of any other adjacent structure. Further, the proposed Project would replace a vacant, 39 year-old corporate campus with a new facility for industrial uses, which are permitted in the M2 (Heavy Industrial) Zoning District. Also, the proposed Project would not result in adverse effects on intersection operations under existing, near-term, and cumulative conditions and the driveways of the proposed Project will be constructed to City of Milpitas design standards, including the provision of adequate sight distance between vehicles exiting the driveways and autos and bicyclists travelling on the adjacent roadways and would not adversely affect bicycle and pedestrian circulation. Additionally, by retaining 100 trees and proposing to install 215 trees of similar species to those removed and limiting the building height to 44 feet while proposing a minimum setback of 50 feet, the Project maintains positive features of the site and considers the scale of the existing buildings in the surrounding neighborhood in its design. The proposed industrial building complements the "Contemporary" architectural style of surrounding buildings, has a maximum height of 44 feet, and a minimum setback of 50 feet and, therefore, ensures that the redevelopment reinforces desirable elements of its neighborhood, including architectural style, scale, and setback patterns. To minimize conflicts with adjacent properties and minimize operations from public right-of-way, five driveways ranging in widths of 30 to 50 feet would be provided along South Milpitas Boulevard and Gibraltar Drive, truck dock yards are wider than typical at 125 feet, allowing for interior maneuverability within the truck courts, and parking areas and loading bays will be screened from the right-of-way by eight-foot tall green screens along South Milpitas Boulevard and Gibraltar Drive.

The proposed Project would redevelop a vacant, underutilized site and contribute to the mix of industrial uses in the area along South Milpitas Boulevard. Moreover, the Project could generate local employment opportunities, both in short-term construction employment and long-term Project employment and improve the quality of life for Milpitas residents through job creation, revenue generation and other associated Project benefits. While the Project may be inconsistent with some of the objectives of the General Plan and may have some significant and unavoidable environmental impacts, on balance, the benefits of the Project appear to outweigh the unavoidable adverse effects.

SECTION 3. The Planning Commission of the City of Milpitas hereby adopts Resolution No. 21-006 approving Site Development Permit P-SD19-0008, Tree Removal P-TR19-0007 and Environmental Assessment P-EA20-0004, based on the above Findings and subject to the Conditions of Approval attached hereto as Exhibit 1 incorporated herein.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Milpitas on March 24, 2021.

DocuSigned by:

 Apr-08-2021
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Chair

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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 24, 2021, and carried by the following roll call vote:

COMMISSIONER	AYES	NOES	ABSENT	ABSTAIN
Steve Tao, Chair		✓		
Mercedes Albana	✓			
Timothy Alcorn	✓			
Steve Belong	✓			
Bill Chuan	✓			
Larry Ciardella	✓			
Alexander Galang	✓			

EXHIBIT 1

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CONDITIONS OF APPROVAL

Site Development Permit P-SD19-0008, Tree Removal Permit P-TR19-0007, Environmental Assessment P-EA20-0004
1000 Gibraltar Drive (APN: 86-42-033)

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 Site Development Permit P-SD19-0008, Tree Removal Permit P-TR19-0007, Environmental Assessment P-EA20-0004, 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 and by the Mitigation, Monitoring, and Reporting Program attached to and incorporated into Resolution No. 21-007.

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 Planning Commission approved this Permit.

3. Acceptance of Permit. Should Permittee fail to file a timely appeal within twelve (12) calendar days of the date of approval of this Permit, inaction by Permittee shall be deemed to constitute each of the following:

- a. Acceptance of this Permit by Permittee; and
- b. Agreement by the Permittee to be bound by, comply with, and to do all things required of or by Permittee pursuant to all of the terms, obligations, and conditions of this Permit.

4. 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.

5. 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).

6. 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

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satisfaction of the City. Additionally, Permittee shall be solely responsible and liable for the cost to satisfy each and every condition.

7. 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 Permittee is operating the Project under the permits and approvals in this Resolution.

8. 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. (CA/P)

9. 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.

10. Permittee shall provide certificate of insurance and name City in policy.

11. Revocation, Suspension, Modification. This Permit may be suspended, revoked, or modified in accordance with Section XI-10-63.06 of the Milpitas Zoning Code.

12. 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.

13. Permittee is notified that references to State regulations, City ordinances, and any other documents or requirements shall mean the rules in effect at the time of building permit issuance. (E)

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14. Minor Modifications: Any minor modifications to this Permit are subject to approval by the Planning Director.

SPECIAL CONDITIONS OF APPROVAL: PLANNING

15. The Permittee shall develop the approved project in conformance with the approved plans and color and materials board approved by the Planning Commission on March 24, 2021, in accordance with these Conditions of Approval and the attached Mitigation Monitoring and Reporting Program. (P)

16. Any deviation from the approved site plan, floor plans, 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 Permittee shall be required to apply for review and obtain approval of the Planning Commission, in accordance with the Zoning Ordinance. (P)

17. The project approval shall become null and void if the project is not commenced within 18 months from the date of approval. Pursuant to Section XI-10-64.06 of the Zoning Code of the City of Milpitas, since the project requires the issuance of a building permit, the project shall not be deemed to have commenced until the date the building permit is issued. (P)

18. Pursuant to Section XI-10-64.07 of the Zoning Code of the City of Milpitas, the owner or designee shall have the right to request an extension of the project if said request is made, filed and approved by the Planning Commission prior to expiration dates set forth herein. (P)

19. Environmental: The project is subject to the Mitigation, Monitoring, and Reporting program in the 1000 Gibraltar Drive Environmental Impact Report (EIR), dated March 2021. (P)

20. Park In-Lieu Fee: Prior to building permit issuance, the Permittee shall pay a park in-lieu fee in accordance with the applicable sections of the Milpitas Municipal Code. This fee will be calculated and confirmed at the time of building permit approval.

21. PJ Account: If at the time of application for building permit, there is a past due project job account balance owed to the City for recovery of review fees, review of permits will not be initiated until the balance is paid in full. (P)

22. PJ Account: If at the time of application for certificate of occupancy, there is a project job account balance due to the City for recovery of review fees, review of permits will not be initiated until the balance is paid in full. (P)

23. Parking: The project shall supply at least 346 vehicle parking spaces and 101 truck trailer spaces onsite. (P)

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25. Lighting: Prior to building permit issuance, the Permittee shall submit details and elevations of all site lighting fixtures to the Planning Division for review and approval. (P)
26. Signage: Prior to approval of any signage for the development, proper applications, depending on signage type will need to be submitted to the Planning Division. (P)
27. Landscape: All planter areas (including containerized planters) shall be serviced by a sprinkler or drip system. (P)
28. Landscape: All required landscaping, as approved on the final landscape plan, shall be replaced and continuously maintained as necessary to provide a permanent, attractive and effective appearance. (P)
29. Landscape: Prior to certificate of occupancy permit issuance, all required landscaping shall be planted in place. (P)
30. Landscape: All landscape planters adjacent to vehicle parking areas or travel lanes shall be contained by a full depth (6" above AC to bottom of structural section of adjacent paving) concrete curb. (P)
31. Mechanical Equipment: All mechanical equipment, ground transformers, and meters shall be located and screened to minimize visual impacts. (P)
32. Rooftop Equipment: Rooftop mechanical equipment shall be concealed from street level views through roof design that is architecturally integrated with the building, such as equipment wells and parapets. (P)
33. 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. (P)
34. Tree Removal Permit: Removal of any protected trees shall require a tree removal permit that is issued from the Planning Department. Removal of any protected trees shall be replaced at a 2:1 ratio as provided by Tree Removal Permit P-TR19-0007. (P)
35. Significant Deviation of Use: Given that the tenant is unknown at this time, should a future tenant propose a use that significantly deviate from the approved project, the Planning Director or designee may require additional analysis to demonstrate the extent of environmental impact of the proposed use. If the Planning Director or designee determines that the deviation is significant, the Permittee shall be required to apply for review and obtain approval of the Planning Commission, in accordance with the Zoning Ordinance.
36. Linkage Fee: Any non-residential development, applicable under the definition set forth in Section XII-1-2.05, is subject to payment of a non-residential affordable housing impact fee. The applicant shall pay the non-residential impact fees prior to issuance of the building permit.

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Applicable fees will be determined at time of payment. All payment of fees made to the City under this Chapter shall be deposited into the City Affordable Housing Ordinance Fund. (P)

37. The tenant shall annually certify in a written letter to the Planning Department the make,model, and year of trucks making regular deliveries to the facility. (P)

SPECIAL CONDITIONS OF APPROVAL: DEPARTMENT OF ENGINEERING**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)*

38. Modifications: The Site Development Plan dated XXXX is subject to change during the plan check stage based upon City's previous comments and conditions stated herein.
39. Solid Waste and Recycling Handling Plan: Permittee shall submit final Solid Waste and Recycling Handling Plan based upon City's previous comments for City's review and approval by the Engineering Department. The subject Plan shall show calculations of waste generation volumes and how materials will be transferred from the waste generation areas to the trash enclosure/external collection point; demonstrate how recycling shall have a separately maintained process from garbage handling; address other requirements such as waste generation and compactor sizing, chute shut-off and property management responsibility for bin management and litter control; and procure sufficient service frequency.
40. 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.
41. Photometric Analysis: Permittee shall submit streetlight photometric analysis for City's review and approval by the Engineering Department along South Milpitas Boulevard and Gibraltar Drive that meet the Illuminating Engineering Society of North America (IESNA), RP8, for roadway and sidewalk lighting standards and City standard design guidelines.
42. Recycle Water Cross-Connection Specialist: In order to comply with the California Code of Regulations Title 17 and 22, and for timely plan approval by the California State Water Resources Control Board/Division of Drinking Water as well as by the South Bay Water Recycling, Permittee must hire a certified cross-connection specialist

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for their consultation as to irrigation water system design and construction phasing. The name and contact information of the certified cross-connection specialist shall be provided on all landscape submittal plans.

43. 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.
44. Project Job Account/Fee Deposit: Permittee shall open a new PJ account as a deposit to cover the costs for Engineering Department's services for review and inspection of the project. The amount shall be determined based on the public improvement cost estimates as prepared by the Permittee's engineer.
45. This project shall implement all project mitigation identified in the project EIR and traffic study.

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)*

46. Public Improvement Design Standards: All public improvements shall be designed and constructed in accordance with all applicable public improvement design standards, including but not limited to:
 - a) Milpitas Design Guidelines:
(<http://www.ci.milpitas.ca.gov/milpitas/departments/engineering/design-guidelines/>);
 - b) Standard details and specifications:
(<http://www.ci.milpitas.ca.gov/milpitas/departments/engineering/standard-details-and-specifications/>);and
 - c) Americans with Disabilities Act (ADA) requirements, where applicable.
47. 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.
48. 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.

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49. 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.
50. 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, non-residential, irrigation, and fire.
 - b) Installation of separate utility service lines (domestic water, fire service, sanitary sewer) for residential and non-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) Applicant shall replace all traffic signal equipment at the intersection of South Milpitas Blvd and Ames Avenue impacted by the project with the most current city traffic signal equipment standards.
 - e) All utilities, both existing and proposed, abutting and crossing the property shall be installed underground. The developer is required to remove all existing utility poles on-site and underground all lines connecting to those poles.
 - f) All new utility service connections, including electrical and communications, shall be installed underground. Electrical transformers shall be installed in underground vaults within an appropriate utility easement or public service easement.
 - g) Truck site access from South Milpitas Blvd shall only be located at Ames Avenue.
 - h) All property gates to truck parking areas shall be set back from property line to allow queuing of a semi-truck without encroaching into public Right-of-way.
 - i) The north-most right-in and right-out driveway access shall be designed to discourage and prevent left turns into and out of the driveway.
 - j) Provide base repair for all failed pavement areas and micro surface South Milpitas Blvd and Gibraltar Drive frontage to the middle of the street.
 - k) All backflow devices shall be RP and any existing backflow devices, if any, shall be upgraded to RP.
51. 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.

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52. 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.
53. Water Service Agreement: Permittee shall complete a water service agreement to obtain water service.
54. 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.
55. Pothole Encroachment Permit: Due to multiple new utility service connections on South Milpitas Boulevard and Gibraltar Drive, Permittee shall pothole and verify all potential utility crossing conflict as part of the public improvement plan during the design stage.
56. Utility Consent: All affected utility owners shall provide consent in writing regarding the proximity of the proposed utilities to their facilities.

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)*

57. Abandonment/Quitclaim Easements: Permittee shall abandon/quit claim existing easements that are in conflict with or unnecessary for the project.
58. Concurrent Off-site Plan Reviews: Permittee shall submit separate off-site improvement plans for City's review and approval by the Engineering Department.
59. 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.
60. Improvement Agreement and Securities: Permittee shall execute an Improvement Agreement and provide improvement securities in accordance with MMC Title X, Chapter 1, Section 8, and submit all other supplemental documents as stipulated in the Improvement Agreement (such as certificate of insurance).

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61. 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.
62. 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).
63. Stormwater Management Facilities O&M Agreement: Permittee shall execute and record a Stormwater Management Facilities Operation and Maintenance (O&M) Agreement associated with the SWCP O&M Plan, including perpetual maintenance of treatment areas/units, as reviewed and accepted by the Engineering Department. The subject O&M Agreement shall be referenced in the CC&Rs, if applicable.
64. 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.
65. Recycle Water Approval: Permittee shall use recycled water for landscape irrigation purpose, except for the interior courtyard/podium areas within the building footprint where the potable water shall be used for irrigation. Permittee shall comply with California Code of Regulations (CCR), Title 22, Division 4, Chapter 3, titled "*Water Recycling Criteria*", CCR, Title 17, Division 1, Chapter 5, Subchapter 1 titled "*Drinking Water Supply*" and all other recycled water regulations as listed under the publication titled "*California Department of Public Health Regulations Related to Recycled Water June 18, 2014*". Permittee shall obtain approval from the California State Water Resources Control Board/Division of Drinking Water, South Bay Water Recycling and the City for recycled water design, including but not limited to on-site irrigation design, based upon South Bay Water Recycling Guidelines and City of Milpitas Supplemental Guidelines. All landscape plants shall be compatible with recycled water.
66. 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.

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67. 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.
68. Recycling Report Prior to Demolition Permit Issuance: Permittee shall submit Part I of a Recycling Report on business letterhead to the Building Department, for forwarding to the Engineering Department for review and approval. The report shall describe the following resource recovery activities:
- a) What materials will be salvaged.
 - b) How materials will be processed during demolition.
 - c) Intended locations or businesses for reuse or recycling.
 - d) Quantity estimates in tons (both recyclable and for landfill disposal). Estimates for recycling and disposal tonnage amounts by material type shall be included as separate items in all reports to the Building Division before demolition begins.

Permittee shall make every effort to salvage materials for reuse and recycling, and shall comply with the City's demolition and construction debris recycling ordinance.

69. 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.
69. Development Fees: Permittee shall pay the following development fees. The information listed in items "a" through "f" are based upon current fee rates; however, those fee rates are subject to change. The exact fee amount shall be determined at the time of building permit fee payment.
- a) Storm water connection fee at \$16,771/acre for residential and \$21,562/acre for commercial.
 - b) Water connection fee at \$1,164/unit for residential and \$5.97/gpd for commercial, based upon increased water usage.
 - c) Sewer connection fee at \$1,406/unit for residential and \$8.52/gpd for commercial, based upon increased average wastewater flow.
 - d) Wastewater Treatment Plant fee per MMC VIII, Chapter 2, Section 7.04.
 - e) Calaveras Boulevard Widening Traffic Impact fee per Resolution No. 7894.
 - f) 3.8% of applicable fees in accordance with City Resolution No. 8969 as Permitting Automation Fee.

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)*

70. 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.
71. On-site Recycle Water Coordination: Permittee's cross-connection specialist shall coordinate the phasing of the construction; facilitate the cross-connection testing in order to minimize the impact for occupied buildings during cross-connection testing; sign-off before the water meter set; coordinate on-site construction inspection; complete the site inspection; fill out required paperwork/questionnaire; and provide them to the City for forwarding to South Bay Water Recycling.
72. Prohibition of Potable Water Usage: Permittee shall use recycled water for construction purposes, including dust control and compaction. Permittee shall comply with MMC Sections VIII-6-5.00 and 6-6.00 where potable water usage is prohibited, unless otherwise approved by the City Council.
73. 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.
74. Water Shut-down Plan: Permittee shall provide a water shut-down plan at least seven days in advance of the shut-down in coordination with the Engineering Inspector, and notify affected property owners/tenants when cut-in tee(s) is/are required.

PRIOR TO FIRST OCCUPANCY

*The following conditions shall be met **prior to** first building occupancy on either lot, unless otherwise approved the Director of Engineering/City Engineer.*

75. Completion of Public Improvements: Permittee shall complete all public improvements, including but not limited to South Milpitas Boulevard, frontage improvements along Gibraltar Drive as shown on City approved plans.
76. Landscape Certificate of Completion: Permittee shall submit a Certificate of Completion that complies with the Milpitas Municipal Code Water Efficient Landscapes ordinance.
77. 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

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Bay Recycling Program <http://www.sanjoseca.gov/index.aspx?NID=1595> and forward them to the City.

78. Record Drawings: Permittee shall submit record drawings in AutoCAD, Tiff, and PDF formats for City records. Record drawings shall include all public improvements. Additionally, if the project uses recycled water, the permittee shall also submit record drawings of on-site irrigation facilities.
79. Private Job (PJ) Balance: Permittee shall pay for any remaining balance from the Private Job deposit.

FIRE DEPARTMENT CONDITIONS

*The plans approved by the Planning Commission are not building construction plans and have not been reviewed nor approved for conformance to the California Building Code (CBC), California Fire Code (CFC) and the Milpitas Municipal Code (MMC). Do not consider this review as a final review for building construction plans approved by the Fire Department. Building construction plans **must** be submitted for review and approval before construction is to commence. The following notes are a general list of the applicable code requirements (2019 Edition) and are provided to assist with the building permit process. Please note that these are not all inclusive. All applicable Building, Fire and Municipal Code requirements must be met in advance of any building permit approvals or related construction.*

80. Technical Assistance: To determine the acceptability of technologies, processes, products, facilities, materials, and uses attending the design, operation or use of a building or premises subject to inspection by the Fire Code Official, the Fire Code Official is authorized to require the owner or agent to provide, without charge to the jurisdiction, a technical opinion(s), plan review(s) and/or report(s). CFC Section 104.7.2
81. Occupancy and Building Analysis. As part of the construction permit process (Building Permit application), the "Use and Occupancy Classification" shall be provided for all areas of the building in conformance with Chapter 3 of the California Building Code (CBC) and a complete "General Building Area, Height and Construction Type" analysis shall be done for the whole building in conformance to the California Building Code Chapter 5. And an Occupancy Load and Exiting analysis shall be done as per Chapter 10 of the CBC. Changes and or modifications required in order to be in conformance with the California Building Codes shall be incorporated into the construction documents. CFC Section 102.3
82. Electronic documents: The Fire Code Official will require electronic base documents for all construction documents and operational permits. The Fire Code Official shall designate the software base format for the electronic documents. CFC Section 105.4.2.2, added by MMC Section V-300-2.11, and CFC Section 102.9

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83. 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. The plans submitted appear to be in general conformance with the requirements. Final design shall meet the requirements listed below. CFC Section 503

a) 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 508.3, added by MMC Section V-300-2.48

b) 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 (centre). California Fire Code Section 503

For intersections between private streets and public streets (or collector streets), the fire truck movements shall stay within the designated travel lane as it leaves and enters from private to public streets (or collector streets) and vice-versa.

c) Fire apparatus access roads shall provide a minimum clear width of 26 feet. This requirement is for the use and function of a fire ladder apparatus. International Fire Code, Appendix D, Sections D103.1 and D105, adopted and amended by Milpitas Municipal Code.

d) Fire apparatus access shall extend to within 150 feet of all portions of exterior walls of the homes/buildings per the California Fire Code Section 503.1. When there is a dead-end condition, means for fire apparatus turn-around shall be provided. 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.

e) 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 to provide all-weather capabilities. Fire apparatus roads shall be paved (concrete and/or asphalt cement) no other material is accepted. Design bearing criteria shall be based on the City of Milpitas' fire apparatus Sutphen S95 Aerial Platform unit and subject to Milpitas Fire Department review and approval. Please contact the Fire Prevention Division if specifications are needed. CFC Section 503.2.3

f) Ground structures, landscape and building projections shall not encroach or impede the fire apparatus access requirements. CFC Section 503.4

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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." Milpitas Fire Dept. requires posted signs (1) and one other (2) or (3) signage. CFC Section 503.3

Minimum requirements shall include (1) posted signs and (3) red curbs with FIRE LANE stencil.

h) Site Design Changes: The Fire Department reserves the right to request site design changes as needed to meet the requirements of the CFC, and/or make the request for additional fire protection measures in conformance with the CFC Section 102.9.

84. Fire Protection. Fire apparatus access roads and water supply for fire protection is required to be installed and made serviceable 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

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

a) The utilities plans submitted are not approved for construction. Detailed review will be done during the construction permit process.

b) 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 Engineering Division water supply guidelines. CFC 507, Appendix B and Appendix C

Industrial areas shall have a fire flow not less than 5,000 gpm, with 20 psi residual pressure. (outflow from 1 or 2 hydrants hydrant).

Exceptions for reduction of fire flow under Appendix B (Section B105.2) are not permitted.

c) Water System Calculations. Private fire service mains and appurtenances shall be designed and installed in accordance with the City of Milpitas Engineering design guideline requirements and the NFPA 24. Provide calculations and all the necessary design information for the water system to meet the domestic and fire flow

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requirements as per the City Engineer water design requirements. CFC Section 507

d) The final location and quantify of hydrants will be evaluation during the construction permit process. This applies to the on-site private as well as to the public streets. CFC Section 507.5

e) 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 Section V-300-2.54

f) Minimum size water line for hydrants shall be not less than 6" diameter. City Standards and NFPA 24.

g) No parking is permitted in front of fire hydrants. Hydrants located on streets (public or private streets) 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.

86. Fire service water laterals for sprinkler systems.

- a) Fire service water laterals for the automatic fire sprinkler system shall meet the California Fire Code requirements Chapter 9 and the NFPA applicable Standards. Note, the utilities drawings provided are not reviewed nor approved for construction. CFC 912.1

An independent, from the hydrants, fire service water supply laterals for the sprinkler systems shall be provided for the building (fire pump). NFPA 13, Chapter 23

- b) The location of the FDC's/PIV's (fire department connection/post indicator valve) shall be at a readily accessible location and approved by the Fire Code Official. FDC's/PIV's shall not be located behind parking stalls nor behind any other obstruction. Detailed review for locations will be done during construction permit process. CFC Section 912.3
- c) Fire pump room and access. There shall be direct and unobstructed access to the fire pump room.
- d) Fire Pump power. PG&E is not considered a reliable source of power. Standby power will be a requirement. Or provide other listed (listed by a national recognized testing lab) and approved (approved by the local fire dept.) means of power for the fire pump. CA Fire Code Section 102.9
- e) 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. California Fire Code, Section 507.5.1.1 amended by V-300-2.53

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- f) 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 approved by the Fire Code Official. CFC Section 912.4
 - g) Automatic fire sprinkler riser location. Fire risers shall be located indoors where they are weather protected. The fire sprinkler system riser shall not be located within electrical rooms or storage closets and shall be provided with clear access and working clearance. California Fire Code Section 903.3.5.3, added by MMC Section V-300-2.67
 - h) Backflow Protection. Potable water supply to automatic sprinkler and 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 912.5
 - i) 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
87. Building/Structure Requirements.
- a) Access Control Devices: When access control devices including bars, grates, gates, electric or magnetic locks or similar devices, which would inhibit rapid fire department emergency access to the building, are installed, such devices shall be approved by the Fire Code Official. All access control devices shall be provided with an approved means for deactivation or unlocking by the fire department. Access control devices shall also comply with Chapter 10 Egress. CFC Section 504.6, added by MMC Section V-300-2.51
 - b) 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
 - c) Address Illumination: All required addresses shall be illuminated. CFC Section 505.3, added by MMC V-300-2.52.
 - d) Fire Department Emergency Key Box (aka: Knox Box, Knox Locks, Knox Electric Switches, etc.): The Fire Code Official is authorized to require a key box(es) to be installed in an approved location(s) if necessary for life-saving or fire-fighting purposes. Quantity and location shall be as directed by the Fire Code Official. CFC

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Section 506. Locked mechanical closets, fire alarm closets, sprinkler riser closets, etc. will need a Fire Dept. approved lock or “Knox” key box.

- e) Emergency Responder Radio: A Fire Department approved emergency responder radio coverage system may be required. Contact the Milpitas Fire Prevention Division for a copy of the requirements. CFC Section 510, MMC V-300-2.57
 - f) Fire Equipment ID signs. Fire protection equipment shall be identified in an approved manner. Rooms containing controls for air-conditioning, systems, sprinkler risers and valves, or other fire detection, suppression or control elements shall be identified for the use of the fire department. CFC Section 509
 - g) Battery Systems. Stationary storage battery systems when installed may need to meet the requirements of the CA Fire Section 608.
 - h) All buildings/structures shall be provided with an automatic fire sprinkler system in conformance with the NFPA 13 Standard. California Fire Code Section 903.3
 - i) Portable fire extinguishers shall be selected, installed and maintained in accordance with CFC Section 906.
 - j) All valves controlling the water supply for the automatic sprinkler system shall be electrically supervised by a listed fire alarm control unit. CFC 904.3
 - k) Electrical supervision of the automatic fire sprinkler system shall be transmitted to an approved supervising station. CFC 903.4.1
 - l) One exterior approved audible device (for each riser) shall be connected to every automatic sprinkler system in an approved (by the Fire Code Official) location. CFC 903.4.2
 - m) A fire alarm system shall be installed when required in the buildings when required by the CA Fire Code Section 907.
 - n) Fire alarm panel shall be located in a readily accessible location and shall be provided with necessary access and working clearance as required by the CA Electrical Code.
 - o) Fire alarm monitoring (Approved supervising station - UL, or FM approved). Fire alarm systems required by the Fire Code or by the California Building Code shall be monitored by an approved supervising station in accordance with the NFPA 72. CFC 907.6.5
 - p) No approval for hazardous materials under this review.
88. Electrical Generators (when part of the project):

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- a) Fuel tank(s) located below grade shall be considered underground tanks in accordance with the California code of Regulations, Title 23, Division 3, Chapter 16 (State Underground Tank Regulations).
 - b) If the fuel tank system(s) is not to be considered an underground tank, as defined by the underground tank regulations, provide documentation demonstrating compliance with the specified State Water Resource Control Board's Guidance letter LG-165-2.
 - c) Construction drawings, for the fuel tank, shall be submitted to the City for compliance with the California Fire Code Chapters 27 and 34.
89. 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 Section 507.5.4.
90. Plan Submittal: Complete plans and specifications for all aspects of fire protection systems shall be submitted to the Fire Department for review and approval prior to system installation. CFC Section 901.2

BUILDING DEPARTMENT CONDITIONS**General**

- 91. Applicable codes shall be 2019 California Building Code (CBC), California Mechanical Code (CMC), California Electrical Code (CEC), California Plumbing Code (CPC), Green Building Standards Code (CalGreen), California Energy Code (CEnC) and 2020 Milpitas Municipal Code (MMC).
- 92. Engineer or Architect licensed in the State of California shall prepare the plans. Structural design calculations and plans shall be wet signed and stamped when applying for a building permit.
- 93. Applicant shall apply for new building addresses prior to submitting for a building permit.
- 94. Building area and height shall not exceed allowable as per CBC sec.503.1.
- 95. Exterior walls rating shall comply with CBC Table 602. Exterior walls shall be provided with parapets as per CBC sec.705.11.

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96. Protection of openings shall comply with CBC section 705.8 and Table 705.8.
97. Roofing material shall be as per CBC Table 1505.1.
98. Provide exit signs when two exits are required per CBC section 1013.1 and 1013.3.
99. Required separation in buildings with mixed occupancies shall be per CBC sec. 508.
100. Elevator shall not open into enclosed stairway enclosure as per CBC sec.1023.4.
101. In non-sprinklered buildings stairway shall provide accessible means of egress as per CBC sec.1009.1, including area of refuge as per sec.1009.6.
102. Elevator size shall meet requirements of the medical emergency service as per CBC sec.3002.4a.
103. New buildings or additions of 25,000sq ft or over shall comply with Green Building Ordinance per MMC II-20.

Accessibility

104. People with disabilities accessible parking shall be provided as per CBC sec. 11B-208.1
105. Accessible parking spaces shall be dispersed and located closest to the accessible entrances as per CBC sec.11B-208.3.1
106. One in every six accessible parking spaces, but not less than one parking space shall be van accessible as per CBC sec.11B-208.2.4.
107. Accessibility signs shall be provided at every primary public entrance, at every major junction along or leading to an accessible route of travel and at building entrance that are accessible as per CBC section 11B-216.6.
108. Provide accessible path of travel from sidewalk to the accessible entrance as per CBC sec. 11B-206.2.1.
109. Curb ramps shall have detectable warnings extending 36 inches in the direction of travel as per CBC sec.11B-406.5.12 and sec.11B-705.1.2.2.
110. All primary entrances and required exit doors shall be accessible to people with disabilities as per CBC sec. 11B-206.4.1.

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Engineering

- 111. A soil report shall be provided when applying for grading, site improvement and building permit.
- 112. Paving of parking lot shall comply with MMC section II-13-18.
- 113. All non-structural concrete flat work shall be as per Milpitas Municipal Code, section II-13-17.05.
- 114. Erosion control plan shall be submitted when applying for grading permit as per Milpitas Municipal Code sec. II-13-10.
- 115. Prior to issuance of building permit, all the easements including private storm drain easement through adjacent parcels shall be recorded. The developer shall include interim erosion control provisions and schedules on the construction plans for areas, which will not have permanent erosion control features installed (such as landscaping) prior to any occupancy so that erosion and sediment control can be sustained through the rainy season as per Milpitas Municipal Code section II-13-11.

Electrical

- 116. All new electrical services shall be underground per MMC sec. II-6-2.02.
- 117. Grounding system shall comply with MMC sec. II-6-2.04.
- 118. Each tenant in the building shall be provided with separate disconnect as per City Policy BDP-EL02.

Plumbing

- 119. The minimum number of plumbing fixtures in the building shall be determined as per CPC sec.422.1 and Table 422.1.

Structural

- 120. Provide two complete sets of structural design calculations (vertical and lateral) and five sets of construction plans and details when applying for a building permit. Plans and calculations shall be wet signed and stamped by Civil/Structural Engineer.

Key:

(P) = Planning

(B) = Building

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(E) = Engineering
(F) = Fire Prevention
(CA) = City Attorney

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

RESOLUTION NO. 21-007

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MILPITAS
CERTIFYING THE ENVIRONMENTAL IMPACT REPORT (SCH # 2020069024) FOR
THE 1000 GIBRALTAR DRIVE PROJECT; ADOPTING ENVIRONMENTAL
FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT;
AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS AND A
MITIGATION MONITORING AND REPORTING PROGRAM**

WHEREAS, the 1000 Gibraltar Drive project (“Project”) proposes to redevelop an approximately 28.91-acre property within the City of Milpitas (“City”) as a logistics center; and

WHEREAS, the Project site is located within the south-central portion of the City, bounded by South Milpitas Boulevard to the east, Gibraltar Drive to the south and west, and by a multi-tenant office building to the north (Assessor Parcel Number: 086-42-033); and

WHEREAS, the Project requires approval of a Site Development Permit (P-SD19-0008), and Tree Removal Permit (P-TR19-0007); and

WHEREAS, the Project proposes a new 491,040-square foot tilt-up concrete creative industrial building with two supporting offices at 1000 Gibraltar Drive in the City of Milpitas. Approximately 486,130 square feet of warehouse and 4,910 square feet of office space is proposed; and

WHEREAS, pursuant to Public Resources Code section 21067 of the California Environmental Quality Act (Pub. Res. Code §§ 21000 *et seq.*) (“CEQA”), section 15367 of the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 *et seq.*), and the City's Local CEQA Guidelines, the City is the lead agency for the proposed Project; and

WHEREAS, pursuant to CEQA and the State CEQA Guidelines, the City determined that an Environmental Impact Report (“EIR”) should be prepared in order to analyze all potential adverse environmental impacts of the proposed Project; and

WHEREAS, the City issued a Notice of Preparation (“NOP”) for the Draft EIR on June 12, 2020, which was sent to each responsible and trustee agency and the Office of Planning and Research (“OPR”); and

WHEREAS, in the NOP, the City solicited comments from individuals, organizations and agencies regarding the environmental analysis, mitigation measures and alternatives to be included in the Draft EIR; and

WHEREAS, the City held a public scoping meeting on June 25, 2020 to further solicit comments on the scope of the Draft EIR; and

WHEREAS, on December 23, 2020, the City initiated a 52-day public review and comment period of the Draft EIR for the proposed Project and released the Draft EIR for public review and comment; and

WHEREAS, pursuant to State CEQA Guidelines section 15086, the City consulted with and requested comments from all responsible and trustee agencies, other regulatory agencies, and others during the 52-day public review and comment period; and

WHEREAS, the City received ten comment letters from agencies and individuals during the 52-day public review and comment period; and

WHEREAS, the City has prepared a Final EIR, consisting of the comments received during the 52-day public review and comment period on the Draft EIR, written responses to those comments, and revisions to the Draft EIR. For the purposes of this Resolution, the “EIR” shall refer to the Draft EIR, as revised by the Final EIR, together with the other sections of the Final EIR; and

WHEREAS, the City held a virtual public meeting on February 1, 2021 to allow interested parties an opportunity to comment on the adequacy of the Draft EIR.

WHEREAS, the EIR analyzed two alternatives to the Project, examining the environmental impacts of each alternative as well as the ability of the alternatives to meet Project objectives; and

WHEREAS, on March 24, 2021, the Planning Commission held a public hearing on the Project, at which all persons wishing to testify were heard; and

WHEREAS, the environmental impacts identified in the EIR that the City finds are of no impact or constitute a less than significant impact and do not require mitigation are described in Section 2 hereof; and

WHEREAS, the environmental impacts identified in the EIR as potentially significant but which the City finds can be mitigated to a level of less than significant through the incorporation of feasible mitigation measures identified in the EIR and set forth herein, are described in Section 3 hereof; and

WHEREAS, the environmental impacts identified in the EIR as potentially significant but which the City finds cannot be mitigated to a level of less than significant, despite the imposition

of feasible mitigation measures identified in the EIR and set forth herein, are described in Section 4 hereof; and

WHEREAS, the cumulative impacts of the Project identified in the EIR and set forth herein are described in Section 5 hereof; and

WHEREAS, the significant and irreversible environmental changes that would result from the proposed Project, but which would be largely mitigated, and which are identified in the EIR and set forth herein, are described in Section 6 hereof; and

WHEREAS, the existence of any growth-inducing impacts resulting from the proposed Project identified in the EIR and set forth herein, are described in Section 7 hereof; and

WHEREAS, alternatives to the proposed Project that might eliminate or reduce significant environmental impacts are described in Section 8 hereof; and

WHEREAS, the Planning Commission has determined that the benefits of the Project outweigh its potential significant environmental impact, and the basis for that determination is set forth in the Statement of Overriding Considerations included in Section 9 hereof; and

WHEREAS, the Mitigation Monitoring and Reporting Program setting forth the mitigation measures to which the City shall bind itself in connection with the Project, is adopted in Section 10 below, and is attached hereto as Exhibit "A"; and

WHEREAS, prior to taking action, the Planning Commission has heard, been presented with, reviewed and considered all of the information and data in the administrative record, including the EIR, and all oral and written evidence presented to it during all meetings and hearings; and

WHEREAS, the EIR reflects the independent judgment of the Planning Commission and is deemed adequate for purposes of making decisions on the merits of the Project; and

WHEREAS, the City has not received any comments or additional information that constituted substantial new information requiring recirculation under Public Resources Code section 21092.1 and State CEQA Guidelines section 15088.5; and

WHEREAS, all the requirements of CEQA, the State CEQA Guidelines, and the City's Local CEQA Guidelines have been satisfied by the City in the EIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the proposed Project have been adequately evaluated; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

THE PLANNING COMMISSION OF THE CITY OF MILPITAS DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. RECITALS

The recitals above are true and correct and are incorporated into this Resolution by reference as findings of fact.

SECTION 2. FINDINGS REGARDING LESS THAN SIGNIFICANT IMPACTS NOT REQUIRING MITIGATION

Consistent with Public Resources Code section 21002.1 and section 15128 of the State CEQA Guidelines, the EIR focused its analysis on potentially significant impacts, and limited discussion of other impacts for which it can be seen with certainty there is no potential for significant adverse environmental impacts. State CEQA Guidelines section 15091 does not require specific findings to address environmental effects that an EIR identifies as “no impact” or a “less than significant” impact. Nevertheless, the Planning Commission hereby finds that the Project would have either no impact or a less than significant impact to the following resource areas:

A. AESTHETICS

1. Scenic Vistas

Threshold: Would the Project have a substantial adverse effect on a scenic vista?

Findings: Less than significant impact. (Draft EIR, p. IV.A-3, Initial Study, Appendix A to the Draft EIR, pp. 21-23)

Explanation: The City of Milpitas General Plan identifies hilltops, hillsides, and ridgelines within Ed Levin Park as scenic resources. These designated scenic areas are far to the east of the Project site. The Project site is not located in an area considered to be within view of a scenic vista. The proposed Project site does not consist of, nor would it block, any possible City-designated scenic views. The proposed Project site is located in an existing industrial area, zoned M2, which is identified as a Heavy Industrial Zoning District. Development of the proposed Project would not obscure any views of scenic vistas from surrounding public vantage points. Therefore, the proposed Project would not result in a substantial adverse effect on a scenic vista, and this impact would be less than significant. (Initial Study, Appendix A to the Draft EIR, pp. 21-23).

2. Scenic Resources within a State Scenic Highways

Threshold: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Findings: No impact. (Draft EIR, p. IV.A-2)

Explanation: There are no designated scenic resources such as trees, rock outcroppings or historic buildings on the Project site. While the Milpitas General Plan designates Interstate 880 from Dixon Landing Road to Montague Expressway as a “scenic connector”, Interstate 880 is not a state-designated scenic highway. The California Department of Transportation’s California Scenic Highway Mapping System identifies Interstate 680 to the north of Mission Boulevard as an officially designated state scenic highway. The proposed Project is not located within the vicinity of any State scenic highways. Interstate 680 (I-680), from Mission Boulevard in the City of Fremont to the Contra Costa County line is Officially Designated and is located approximately 8.5 miles north of the Project site in the City of Fremont. Given this distance, the proposed Project would not be visible from this scenic roadway. As per page III-14 of the Draft EIR, the Tree Survey (Appendix B to the Draft EIR) found 183 protected trees within the Project site. Of these protected trees, approximately 88 would be removed by the proposed Project. The Project would comply with the City’s Tree Ordinance, including the replacement of protected trees at a 2:1 replacement of every protected tree. In addition, the proposed Project does not include the removal of any rock outcroppings or historic buildings. As such, the Project would have no impact on scenic resources located within view of a State Scenic highway. (Initial Study, Appendix A to the Draft EIR, pp. 21-23)

3. Existing Visual Character of the Site and Surrounding Area

Threshold: Would the Project in non-urbanized areas substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

Findings: Less than significant impact. (Draft EIR, p. IV.A-4, Initial Study, Appendix A to the Draft EIR, pp. 21-23)

Explanation: The proposed Project site is located within an urbanized area. The Project site is located within the M2 Zoning District, in which heavy industrial uses are permitted. There is the potential for temporary aesthetic impacts to the existing visual quality of the surrounding area during construction. Temporary visual impacts could result from the presence of construction vehicles or ground disturbance during Project demolition and construction activities. However, construction activities would be temporary. The permanent development of the site would be consistent with the existing conditions of the site, as the new creative industrial building would replace the current one, thus maintaining the visual character of the area. The proposed Project does not consist of, nor would it block, any of the City-designated scenic resources or viewsheds as described in the City of Milpitas General Plan. Impacts would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 22-23)

AGRICULTURE AND FORESTRY RESOURCES

1. Farmland Conversion

Threshold: Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Finding: No impact. (Draft EIR, p. IV.A-2, Initial Study, Appendix A to the Draft EIR, pp. 24-25)

Explanation: There are no agricultural or forestry resources within the Project site. There are no Prime, Unique, Statewide or Locally Important farmlands in the area. According to the San Mateo County Important Farmland Map, the entire Project site is considered Urban and Built-Up Land. The Project site does not contain any important farmland, land zoned for agricultural use, or land subject to a Williamson Act contract. Similarly, the Project site does not contain any forestland, timberland or any land zoned for such uses. Therefore, the proposed Project would have no impact on agriculture or forest resources. (Initial Study, Appendix A to the Draft EIR, p. 25)

2. Agricultural Zoning

Threshold: Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Finding: No impact. (Draft EIR, p. IV.A-2, Initial Study, Appendix A to the Draft EIR, pp. 24-25)

Explanation: There are no agricultural or forestry resources within the Project site. There are no Prime, Unique, Statewide or Locally Important farmlands in the area. According to the San Mateo County Important Farmland Map, the entire Project site is considered Urban and Built-Up Land. The Project site does not contain any important farmland, land zoned for agricultural use, or land subject to a Williamson Act contract. Similarly, the Project site does not contain any forestland or timberland or any land zoned for such uses. Therefore, the proposed Project would have no impact on agriculture or forest resources. (Initial Study, Appendix A to the Draft EIR, p. 25)

3. Forestland Zoning

Threshold: Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code Section 12220(g)), timberland (as defined by Public

Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

Finding: No impact. (Draft EIR, p. IV.A-2, Initial Study, Appendix A to the Draft EIR, pp. 24-25)

Explanation: There are no agricultural or forestry resources within the Project site. There are no Prime, Unique, Statewide or Locally Important farmlands in the area. According to the San Mateo County Important Farmland Map, the entire Project site is considered Urban and Built-Up Land. The Project site does not contain any important farmland, land zoned for agricultural use, or land subject to a Williamson Act contract. Similarly, the Project site does not contain any forestland, timberland or any land zoned for such uses. Therefore, the proposed Project would have no impact on agriculture or forest resources. (Initial Study, Appendix A to the Draft EIR, p. 25)

4. Loss of Forest Land

Threshold: Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

Finding: No impact. (Draft EIR, p. IV.A-2, Initial Study, Appendix A to the Draft EIR, pp. 24-25)

Explanation: There are no agricultural or forestry resources within the Project site. There are no Prime, Unique, Statewide or Locally Important farmlands in the area. According to the San Mateo County Important Farmland Map, the entire Project site is considered Urban and Built-Up Land. The Project site does not contain any important farmland, land zoned for agricultural use, or land subject to a Williamson Act contract. Similarly, the Project site does not contain any forestland, timberland or any land zoned for such uses. Therefore, the proposed Project would have no impact on agriculture or forest resources. (Initial Study, Appendix A to the Draft EIR, p. 25)

5. Conversion

Threshold: Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

Finding: No impact. (Draft EIR, p. IV.A-2, Initial Study, Appendix A to the Draft EIR, pp. 24-25)

Explanation: There are no agricultural or forestry resources within the Project site. There are no Prime, Unique, Statewide or Locally Important farmlands in the area. According to the San Mateo County Important Farmland Map, the entire Project site is considered Urban and Built-Up Land. The Project site does not contain any important farmland, land zoned for agricultural use, or land subject to a Williamson Act contract. Similarly, the Project site does not contain any forestland, timberland or any land zoned for such uses. Therefore, the proposed Project would have no impact on agriculture or forest resources. (Initial Study, Appendix A to the Draft EIR, p. 25)

C. AIR QUALITY

1. Air Quality Plan

Threshold: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Findings: Less than significant impact. (Draft EIR, p. IV.B-17)

Explanation: The Project would not conflict with or obstruct implementation of the applicable air quality plan. (Draft EIR, p. IV.B-17)

In April 2017, the Bay Area Air Quality Management District (BAAQMD) adopted the 2017 Clean Air Plan: Spare the Air, Cool the Climate (2017 CAP). The 2017 CAP includes 85 control measures to reduce ozone precursors, particulate matter, TACs, and greenhouse gases. The 2017 CAP was developed based on a multi-pollutant evaluation method that incorporates well-established studies and methods of quantifying the health benefits and air quality regulations, computer modelling and analysis of existing air quality monitoring data and emissions inventories,

and traffic and population growth projections prepared by the Metropolitan Transportation Commission and the Association of Bay Area Governments, respectively. (Draft EIR, p. IV.B-14)

Based on the BAAQMD's current CEQA Air Quality Guidelines, the following criteria should be considered to determine if a project would conflict with or obstruct implementation of the 2017 CAP (Draft EIR, p. IV.B-17):

1. Does the project include applicable control measures from the air quality plan?
2. Does the project disrupt or hinder implementation of any air quality plan control measures?
3. Does the project support the primary goals of the air quality plan?

The 2017 CAP includes control measures that aim to reduce air pollution and GHGs from stationary, area, and mobile sources. The control measures are organized into nine categories: stationary sources, transportation, energy, buildings, agriculture, natural and working lands, waste management, water, and super-GHG pollutants (e.g., methane, black carbon, and fluorinated gases).

As described in Table IV.B-3 (Draft EIR, p. IV.B-17), the Project would be consistent with applicable control measures from the 2017 CAP. Because the Project would not result in any significant and unavoidable air quality impacts related to emissions, ambient concentrations, or public exposures (see discussions for Impacts AIR-2 to AIR-4 in the Draft EIR, pages IV.B-19-IV.B-30), the Project would support the primary goals of the 2017 CAP. Based on BAAQMD's CEQA Air Quality Guidelines, the Project would not conflict with or obstruct implementation of the applicable air quality plan and the associated air quality impact would be less than significant. Therefore, no mitigation measures are required. (Draft EIR, p. IV.B-17)

2. Construction Emissions of Criterial Air Pollutants

Threshold: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Findings: Less than significant impact for construction emissions of criteria air pollutants. (Draft EIR, pp. IV.B-19-IV.B-20)

Explanation: The BAAQMD currently recommends using the most recent version of the California Emissions Estimator Model (CalEEMod version 2016.3.2) to estimate construction and operational emissions of criteria air pollutants and precursors for a proposed Project. CalEEMod uses widely accepted models for emission estimates combined with appropriate default data for a

variety of land use projects that can be used if site-specific information is not available. The default data (e.g., type and power of construction equipment) are supported by substantial evidence provided by regulatory agencies and a combination of statewide and regional surveys of existing land uses. The primary input data used to estimate emissions associated with construction and operation of the Project are summarized in Table IV.B-4 (Draft EIR, p. IV.B-19). A copy of the CalEEMod report for the Project, which summarizes the input parameters, assumptions, and findings, is provided in Appendix F to the Draft EIR. (Draft EIR, p. IV.B-19)

Construction Emissions of Criteria Air Pollutants

Project construction activities would generate criteria air pollutant emissions that could potentially adversely affect regional air quality. Construction activities would include demolition, site preparation, grading, trenching, building construction, paving, and applications of architectural coatings. The primary pollutant emissions of concern during Project construction would be reactive organic gases (ROG), nitrogen oxides NO_x, coarse particle particulate matter (PM₁₀), and fine particle particulate matter (PM_{2.5}) from the exhaust of off-road construction equipment and on-road vehicles related to worker vehicles, vendor trucks, and haul trucks. In addition, fugitive ROG emissions would result from the application of architectural coatings and paving. Emissions of ROG, NO_x, PM₁₀, and PM_{2.5} during Project construction were estimated using the CalEEMod input parameters summarized in Table IV.B-4 (Draft EIR, p. IV.B-19) and additional assumptions summarized in Table IV.B-5 (Draft EIR, p. IV.B-19).

To analyze daily emission rates during Project construction, the total emissions estimated during construction were averaged over the total work days (188 work days) and compared to the BAAQMD's thresholds of significance. As shown in Table IV.B-6 (Draft EIR, p. IV.B-20), the Project's estimated emissions for ROG, NO_x, and exhaust PM₁₀ and PM_{2.5} during construction were well below the applicable thresholds and would therefore have a less-than-significant impact on regional air quality. (Draft EIR, pp. IV.B-20)

3. Sensitive Receptors

Threshold: Would the Project expose sensitive receptors to substantial pollutant concentrations?

Findings: Less than significant impact for Toxic Air Contaminants (TAC) from construction and operation (Draft EIR, pp. IV.B-27-IV.B-31).

Explanation: Impact from the Project's emissions of Diesel particulate matter (DPM) and PM_{2.5} during construction on nearby sensitive receptors would be less than significant. (Draft EIR, p. IV.B-27). TAC emissions from Project operation would have a less-than-significant impact on nearby sensitive receptors. (Draft EIR, p. IV.B-28)

Toxic Air Contaminants from Construction

The BAAQMD recommends evaluating the potential impacts to sensitive receptors located within 1,000 feet of a project. The Project's potential impacts to sensitive receptors from emissions of TACs are discussed below. (Draft EIR, p. IV.B-26)

Construction would generate DPM and PM_{2.5} emissions from the exhaust of off-road diesel construction equipment. The annual average concentrations of DPM and exhaust PM_{2.5} during construction were estimated within 1,000 feet of the Project using the U.S. Environmental Protection Agency's Industrial Source Complex Short Term (ISCST3) air dispersion model. For this analysis, emissions of exhaust PM₁₀ were used as a surrogate for DPM, which is a conservative assumption because more than 90 percent of DPM is less than 1 micron in diameter. The input parameters and assumptions used for estimating emission rates of DPM and PM_{2.5} from off-road diesel construction equipment are included in Appendix F to the Draft EIR. (Draft EIR, p. IV.B-26)

Daily emissions from construction were assumed to occur from 7AM to 7PM every day in accordance with the City of Milpitas ordinance. The exhaust from off-road equipment was represented in the ISCST3 model as a series of volume sources with a release height of 5 meters to represent the mid-range of the expected plume rise from frequently used construction equipment. (Draft EIR, p. IV.B-26)

The model assumes a uniform grid of receptors spaced 20 meters apart around the Project site with receptor heights of 1.8 meters (approximately 5 feet, 11 inches, for ground-level receptors) for developing isopleths (i.e., concentration contours) that illustrate the air dispersion pattern from the various emission sources. The ISCST3 model input parameters included 3 years of BAAQMD meteorological data from Station 7905 located about 3.5 miles northwest of the Project. (Draft EIR, p. IV.B-26)

Based on the annual average concentrations of DPM and PM_{2.5} estimated using the air dispersion model (Appendix F to the Draft EIR), potential health risks were evaluated for the maximally exposed individual resident (MEIR) located about 470 feet south of the Project site. In addition, for informational purposes only, health risks were also evaluated for the next nearest sensitive receptor at the single-family residence 810 feet northwest of the Project site. The locations of the MEIR and the residential receptor northwest of the Project site are shown in Revised Figure IV.B-1 (Draft EIR, p. IV.B-11), Cumulative Sources of Toxic Air Contaminants. (Draft EIR, p. IV.B-26)

In accordance with guidance from the BAAQMD and the Office of Environmental Health Hazard Assessment (OEHHA), the health risk assessment calculated the incremental increase in cancer risk and chronic hazard index (HI) to sensitive receptors from DPM emissions during construction. The acute HI for DPM was not calculated because an acute reference exposure level

has not been approved by OEHHA and CARB, and the BAAQMD does not recommend analysis of acute non-cancer health hazards from construction activity. The annual average concentrations of DPM at the sensitive receptors were used to conservatively assess potential health risks to other nearby sensitive receptors. (Draft EIR, p. IV.B-27)

It was conservatively assumed that the sensitive receptors would be exposed to an annual average DPM concentration over the entire estimated duration of construction (approximately 10.5 months). At both locations of residential receptors, the incremental increase in cancer risk from on-site DPM emissions during construction was assessed for a young child exposed to DPM for 10.5 months starting from infancy in the third trimester of pregnancy. This exposure scenario for the MEIR represents the most sensitive individual who could be exposed to adverse air quality conditions in the vicinity of the Project site. The input parameters and results of the health risk assessment are included in Appendix F to the Draft EIR. (Draft EIR, p. IV.B-27)

Table IV.B-9 on page IV.B-28 of the Draft EIR summarizes the estimated health risks at the MEIR and at the residential receptor northwest of the Project site due to DPM and PM_{2.5} emissions from project construction and compares them to the BAAQMD's thresholds of significance. The estimated cancer risks and chronic HIs for DPM and annual average PM_{2.5} concentrations from construction emissions were below the BAAQMD's thresholds of significance. Therefore, the impact from the Project's emissions of DPM and PM_{2.5} during construction on nearby sensitive receptors would be less than significant. Therefore, no mitigation measures are required. (Draft EIR, p. IV.B-27)

Toxic Air Contaminants from Operation

Two sources of TAC emissions would be present during Project Operation: the proposed emergency fire pump and the diesel vehicles equipped with TRUs accessing the Project site. (Draft EIR, p. IV.B-28 as amended by the Corrections and Additions to the Draft EIR at p. III-13)

Emissions from the proposed fire pump were modelled as a point source. Because the exact location of the fire pump is not yet known, it was assumed that the fire pump would be located at a ground level near the southern edge of the proposed warehouse, which is the closest possible location to the MEIR. It was assumed that the point source would have a stack height of 3.66 meters, diameter of 1.83 meters, temperature of 739.8 degrees Celsius, and stack velocity of 45.3 meters per second. The emission rate for the proposed fire pump was calculated assuming the annual emissions from 50 hours of routine testing and maintenance would occur continuously (i.e., emissions occur 7 days a week, 24 hours per day, 365 days per year). (Draft EIR, p. IV.B-28)

Emissions of DPM and PM_{2.5} from diesel vehicles accessing the Project site and the accompanying TRU operations could pose a health risk to nearby sensitive receptors. Daily operations of trucks were assumed to occur 24 hours a day, 7 days a week. Emissions from on-road diesel vehicles during operation were modelled as line-area sources with a release height of

3 meters in the ISCST3 model along the circulation routes within the Project site and nearby roadways. The modelled roadways included the permitted truck routes in the vicinity of the Project site for local travel and the perimeter of the Project site for on-site transiting activities, as shown in Appendix F to the Draft EIR. For simplicity, all vehicles assessing the Project site were assumed to be diesel powered. PM₁₀ emission factors for diesel vehicles travelling near the Project site and on the Project site were obtained from EMFAC 2017 for the speeds of 5 miles per hour (mph) and 25 mph, respectively. PM₁₀ emission factors for the Project fleet were averaged by vehicle type and daily trips. Emission factors (grams per mile) were converted to emission rates (grams per second) assuming the same vehicle travel speeds as above. For TRU emissions on- and off-site, similar conversion from emission factors (grams per horsepower hour) to emission rates (grams per second) was done for both on-site transiting and off-site travel. An air dispersion model similar to that of off-road construction was set up for the proposed Project. Details of calculations are included in Appendix F to the Draft EIR. (Draft EIR, pp. IV.B-28-IV as amended by the Corrections and Additions to the Draft EIR on p. III-13)

Based on the results of the air dispersion model (Appendix F to the Draft EIR), potential health risks were evaluated for the sensitive receptors (the MEIR and the residential receptor northwest of the Project) at the same locations as the sensitive receptors for project construction, discussed above. It was conservatively assumed that the sensitive receptors would be exposed to an annual average DPM concentration for 30 years, which is consistent with OEHHA's guidance for evaluating cancer risk at the sensitive receptors. Other parameters for the health risks calculation are similar to those used to evaluate the construction TAC emissions, and are included in Appendix F to the Draft EIR. (Draft EIR, p. IV.B-28 as amended by the Corrections and Additions to the Draft EIR on p. III-14)

Estimates of the health risks at the MEIR and at the residential receptor northwest of the Project from exposure to DPM and exhaust PM_{2.5} concentrations from diesel vehicles accessing the Project site during operation are summarized and compared to the thresholds of significance in Table IV.B-9 on page IV.B-28 of the Draft EIR. At both sensitive receptors, the estimated excess cancer risks and chronic HIs for DPM and annual average PM_{2.5} concentrations from the proposed fire pump and the diesel vehicles during Project operation were below the thresholds of significance. Therefore, TAC emissions from Project operation would have a less-than-significant impact on nearby sensitive receptors. (Draft EIR, p. IV.B-28 as amended by the Corrections and Additions to the Draft EIR on p. III-14)

4. Odors

Threshold: Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Findings: Less than significant impact. (Draft EIR, pp. IV.B-19-IV.B-31)

Explanation: Because the Project is a warehouse facility, Project construction and operation would not be expected to generate significant odors. Therefore, the Project would have a less-than-significant impact related to other emissions. Therefore, no mitigation measures are required. (Draft EIR, pp. IV.B-30)

D. BIOLOGICAL RESOURCES

1. Sensitive or Special Status Species

Threshold: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Findings: No impact. (Draft EIR, p. IV.A-2, Initial Study, Appendix A to the Draft EIR, pp. 27-29)

Explanation: There are no special-status species known to occur within the Project site. Due to the developed nature of the Project site and the presence of buildings and associated hardscape, it is unlikely that the Project site would support any special-status species. Therefore, no impact to special-status species would result from the proposed Project. (Initial Study, Appendix A to the Draft EIR, p. 28)

2. Riparian Habitat

Threshold: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Findings: No impact. (Draft EIR, p. IV.A-2, Initial Study, Appendix A to the Draft EIR, pp. 27-29)

Explanation: The Project site is located within a developed area and does not support any riparian or other sensitive natural communities. Therefore, no impact to riparian habitat or other

sensitive natural communities would result from the proposed Project. (Initial Study, Appendix A to the Draft EIR, p. 28)

3. Wetlands

Threshold: Would the Project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Findings: No impact. (Draft EIR, p. IV.A-2, Initial Study, Appendix A to the Draft EIR, p. 27-29)

Explanation: The Project site is within a developed area and is not located in an area that supports wetlands, drainages, or water bodies as defined by Section 404 of the Clean Water Act. Moreover, the proposed Project would not result in the direct removal, filling, or hydrological interruption of such wetlands. Therefore, no impact to federally protected wetlands would result from the proposed Project. (Initial Study, Appendix A to the Draft EIR, p. 28)

4. Local Policies or Ordinances Protecting Biological Resources

Threshold: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Findings: Less than significant impact. (Draft EIR, p. IV.A-4, Initial Study, Appendix A to the Draft EIR, pp. 27-29)

Explanation: The City of Milpitas requires a permit for the removal of any trees with the following characteristics:

- All trees which have a 56-inch or greater circumference of any trunk measured 4.5 feet from the ground and located on developed residential property; or
- All trees which have a 37-inch or greater circumference of any trunk measured 4.5 feet from the ground and located on developed commercial or industrial property; or
- All trees which have a 37-inch or greater circumference of any trunk measured 4.5 feet from the ground, when removal relates to any transaction for which zoning approval or subdivision approval is required; or
- Any tree existing at the time of a zoning or subdivision approval and was a specific subject of such approval or otherwise covered by subsection (b) above; or

- All trees which have a 37-inch or greater circumference of any trunk measured 4.5 feet from the ground and located on a vacant, undeveloped, or underdeveloped property; or
- All heritage trees or groves of trees as defined in Section X-2-2.10.

As noted above, approximately 88 protected trees within the Project site would be impacted as a part of the proposed Project. The Project Applicant shall obtain a tree removal permit from the City of Milpitas prior to the removal of trees that are determined to be protected. Therefore, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, and thus the impact would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 29)

5. Adopted Habitat Conservation Plans

Threshold: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?

Findings: Less than significant impact. (Draft EIR, p. IV.A-4, Initial Study, Appendix A to the Draft EIR, pp. 27-29)

Explanation: The Project site does not fall within the Covered Area for the Santa Clara Valley Habitat Plan, but it does fall within the Covered Area for the Santa Clara Valley Habitat Plan's Expanded Study Area and Permit Area for Burrowing Owl Conservation. Only activities pertinent to the conservation of burrowing owls are considered to be Covered Activities within this expanded study area. As such, the proposed Project is not considered to be a Covered Activity under the Santa Clara Valley Habitat Plan. No other Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project site. Therefore, the proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan, and thus the impact would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 29)

E. CULTURAL RESOURCES

1. Historical Resources

Threshold: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Findings: No impact. (Draft EIR, p. IV.A-2, Initial Study, Appendix A to the Draft EIR, pp. 30-38)

Explanation: Through background research, including a records search of the Northwest Information Center (NWIC) and review of historic maps and aerial photography, no historical resources were identified in the project area. As such, there are no known historical resources as defined in CEQA Guidelines § 15064.5 in the project area. Therefore, the proposed Project is not anticipated to impact any historical resources. (Initial Study, Appendix A to the Draft EIR, p. 36)

E. ENERGY

1. Wasteful, Inefficient, or Unnecessary Consumption

Threshold: Would the Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Findings: Less than significant impact. (Draft EIR, p. IV.A-4, Initial Study, Appendix A to the Draft EIR, pp. 39-40)

Explanation: Construction of the proposed Project would require energy for the manufacture and transportation of construction materials, preparation of the site for demolition, and construction of the creative industrial building. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. Construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy usage on the Project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Energy use consumed by the proposed Project would be associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with the Project. Therefore, the proposed Project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment use, and transportation. The proposed Project would be constructed to California Green Building Standards Code (CALGreen) standards Tier I or Tier II, which would help to reduce energy and natural gas consumption. Construction and operation period impacts related to consumption of energy resources would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 40)

2. Conflict with Energy Plans

Threshold: Would the Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Findings: Less than significant impact. (Draft EIR, p. IV.A-4, Initial Study, Appendix A to the Draft EIR, pp. 39-40)

Explanation: Energy usage on the Project site during construction would be temporary in nature. In addition, energy usage associated with operation of the proposed Project would be relatively small in comparison to the State's available energy sources and energy impacts would be negligible at the regional level. In 2002, the Legislature passed Senate Bill 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. The 2019 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. Because California's energy conservation planning actions are conducted at a regional level, and because the Project's total impact to regional energy supplies would be minor, the proposed Project would not conflict with California's energy conservation plans as described in the California Energy Commission's (CEC) 2019 Integrated Energy Policy Report. Thus, as shown above, the project would avoid or reduce the inefficient, wasteful, and unnecessary consumption of energy and not result in any irreversible or irretrievable commitments of energy. Therefore, the proposed Project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Thus, this impact would be less than significant. (Initial Study, Appendix A to the Draft EIR, pp. 39-40)

F. GEOLOGY AND SOILS

1. Exposure to Potential Risk of Loss, Injury, or Death Due to Rupture of an Earthquake Fault

Threshold: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Findings: No impact. (Draft EIR, p. IV.A-2, Initial Study, Appendix A to the Draft EIR, pp. 41-47)

Explanation: Surface fault rupture occurs when the ground surface is broken due to fault movement during an earthquake. Fault rupture is generally expected to occur along active fault traces. Areas susceptible to fault rupture are delineated by the California Geological Survey (CGS) Alquist-Priolo Earthquake Fault Zones. The Alquist-Priolo Earthquake Fault Zoning Act's (AP Act) main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The AP Act requires specific geological investigations prior to certain

kinds of development to reduce the threat to public health and safety and to minimize the loss of life and property posed by earthquake-induced ground failure. The Project site is not located within or adjacent to an Alquist-Priolo Earthquake Fault Zone. Therefore, the Project would have no impact on people and structures related to fault rupture. (Initial Study, Appendix A to the Draft EIR, p. 42)

2. Exposure to Potential Risk of Loss, Injury, or Death Due to Seismic Ground Shaking

Threshold: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: strong seismic ground shaking?

Findings: Less than significant impact. (Draft EIR, p. IV.A-4, Initial Study, Appendix A to the Draft EIR, pp. 41-47)

Explanation: The Project site is susceptible to strong seismic ground shaking in the event of a major earthquake. Nearby active faults include the Hayward fault (approximately 1.7 miles northeast from the Project site), Calaveras fault (approximately 4.9 miles northeast from the Project site), Monta Vista-Shannon fault (approximately 11.4 miles southwest from the Project site), and the San Andreas fault (approximately 15.5 miles southwest from the Project site). These faults and other regional faults are capable of producing strong seismic ground shaking at the Project site. The geotechnical study provides recommended seismic design parameters based on the site-specific soil type and seismic conditions at the Project site. The Project would be required to comply with the provisions of the 2019 California Building Code (CBC), which contains requirements for structural design, including seismic design specifications. As a standard practice, the City of Milpitas Building Safety and Housing Department would review proposed Project plans to ensure that design plans for the proposed Project would be developed in accordance with the 2019 CBC. Compliance with the mandatory building code structural specifications, as well as adherence to geotechnical recommendations, would result in structures that would adequately resist adverse effects from seismic ground shaking. Therefore, impacts associated with strong seismic ground shaking would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 43)

3. Exposure to Potential Risk of Loss, Injury, or Death Due to Seismic-Related Ground Failure, Including Liquefaction

Threshold: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: seismic-related ground failure, including liquefaction?

Findings: Less than significant impact. (Draft EIR, p. IV.A-4, Initial Study, Appendix A to the Draft EIR, pp. 41-47)

Explanation: Soil liquefaction is a phenomenon primarily associated with saturated soil layers located close to the ground surface. During ground shaking, these soils lose strength and acquire a “mobility” sufficient to permit both horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that lie relatively close to the ground surface. However, loose sands that contain a significant amount of fines (silt and clay) may also liquefy. The Project site is located within a liquefaction hazard zone as designated on a Seismic Hazards Zone map prepared by CGS. Therefore, in accordance with the Seismic Hazards Mapping Act, a geotechnical report must be prepared, and appropriate mitigation measures incorporated into the project design, as required by California Code of Regulations Title 14, Article 10. The geotechnical study (Appendix C to the Draft EIR) indicates that soils encountered in the subsurface of the Project site generally consisted of mixtures of clays, silts, sands, and gravels typical of alluvial soil deposits. The predominantly fine-grained soils typically had medium stiff to very stiff consistencies. The predominantly coarse-grained materials were generally medium dense to dense, although zones of loose soils were present in the upper 8 feet of the Project site. The geotechnical study indicates that based on a liquefaction/settlement analysis, expected liquefaction-related settlements that could occur during a seismic event were calculated to be on the order of approximately 2 inches, and there is a low likelihood of surface manifestation potential. The geotechnical study indicates that differential settlements may be two-thirds of the total settlements (slightly less than 1½-inches). The geotechnical study includes recommendations for site preparation and grading, compaction of native soil and engineered fill material, and the design and construction of foundations (conventional footings) which account for potential liquefaction-related settlements. (Initial Study, Appendix A to the Draft EIR, p. 43-44)

Compliance with the mandatory building code structural specifications, as well as adherence to the recommendations in the geotechnical report, would result in a building that resists adverse effects related to estimated liquefaction settlements. Therefore, impacts related to liquefaction would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 44)

Lateral spreading is a form of horizontal displacement of soil toward an open channel or other “free” face, such as an excavation boundary or creek bank. In a lateral spread failure, a layer of ground at the surface is carried on an underlying layer of liquefied material over a gently sloping or flat surface toward a river channel or other bank. The lateral spreading hazard tends to mirror the liquefaction hazard for a site (assuming a free face is located nearby). The geotechnical report indicates that due to the depths of the liquefiable soils, and the fact that there are no open creek channels crossing or bordering the Project site, the potential for lateral spreading to occur within the Project site is low. Therefore, impacts would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 44)

4. Exposure to Potential Risk of Loss, Injury, or Death Due to Landslides

Threshold: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: landslides?

Findings: No impact. (Draft EIR, p. IV.A-3, Initial Study, Appendix A to the Draft EIR, pp. 41-47)

Explanation: Seismically-induced landslides occur as the rapid movement of large masses of soil on unstable slopes during an earthquake. The Project site and surrounding area are relatively flat. Therefore, the Project would have a no impact related to seismically-induced landslides. (Initial Study, Appendix A to the Draft EIR, p. 44)

5. Soil Erosion or Loss of Topsoil

Threshold: Would the Project result in substantial soil erosion or the loss of topsoil?

Findings: Less than significant impact. (Draft EIR, p. IV.A-4, Initial Study, Appendix A to the Draft EIR, pp. 41-47)

Explanation: Soil erosion, which is discussed in detail in the “Hydrology and Water Quality” section of the Initial Study (Initial Study, Appendix A to the Draft EIR, pp. 55-63), could occur during Project grading and construction. As described on page 56 of the “Hydrology and Water Quality” section of the Initial Study, compliance with the State Water Resources Control Board’s Construction General Permit, including preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP), would ensure that the proposed Project would result in less-than-significant impacts related to erosion or loss of top soil during construction of the project. During operation of the Project, the ground surface of the Project site would be covered by a building, pavement surfaces, and landscaping, and therefore would not be susceptible to substantial erosion or loss of top soil. Therefore, this impact would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 44, and p. 56)

6. Soil Stability

Threshold: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Findings: Less than significant impact. (Draft EIR, p. IV.A-4, Initial Study, Appendix A to the Draft EIR, pp. 41-47)

Explanation: Lateral spreading and landslides are not a concern for the project because of the relatively flat topography of the area. Additionally, the Project would be designed in accordance with the 2019 CBC and recommendations of the geotechnical report which include measures to address the potential for liquefaction and seismic-induced settlement impacts related to unstable soils. (Initial Study, Appendix A to the Draft EIR, p. 44)

Subsidence or collapse can result from the removal of subsurface water resulting in either catastrophic or gradual depression of the surface elevation of the Project site. The only removal of subsurface water that may occur as part of the project is temporary dewatering of excavations during construction. The temporary dewatering of excavations would not cause significant ground subsidence or collapse as the dewatering would be limited and localized to the area of the excavation. Therefore, this potential impact is less than significant. (Initial Study, Appendix A to the Draft EIR, p. 44-45)

Consolidation (or static settlement) of soils is a process by which the soil volume decreases as water is expelled from saturated soils under static loads. As the water moves out from the pore space of the soil, the solid particles realign into a denser configuration which results in settlement. Consolidation typically occurs as a result of new buildings or fill materials being placed over compressible soils. The geotechnical study indicates that possibility of static settlement is minimized by the light structural loads expected for the proposed development. Anticipated static settlements of the on-site native soils are on the order of 1½-inches with a differential settlement of ¾-inch. (Initial Study, Appendix A to the Draft EIR, p. 45)

Compliance with the mandatory building code structural specifications, as well as adherence to the recommendations in the geotechnical report, would ensure that potential impacts related to consolidation would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 45)

7. Expansive Soils

Threshold: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?

Findings: Less than significant impact. (Draft EIR, p. IV.A-4, Initial Study, Appendix A to the Draft EIR, pp. 41-47)

Explanation: Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. Shrink-swell potential is influenced by the amount and type of clay minerals present and can be measured by the percent change of the soil volume. The geotechnical study indicates that the results of plasticity index tests performed on samples of the upper soils from the Project site indicate that the soil has a low expansion potential. Therefore, measures other than moistening and compacting the soils are not

considered necessary to mitigate soil expansion. The geotechnical study also includes recommendations for selection of fill materials to be imported for use at the Project site, including selection of non-expansive imported material. (Initial Study, Appendix A to the Draft EIR, p. 45)

Compliance with the mandatory building code structural specifications, as well as adherence to the recommendations in the geotechnical report, would ensure that potential impacts related to expansive soils would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 45)

8. Septic Tanks

Threshold: Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Findings: No impact. (Draft EIR, p. IV.A-3, Initial Study, Appendix A to the Draft EIR, pp. 41-47)

Explanation: The Project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, the Project would have no impact related to septic tanks or alternative wastewater disposal systems. (Initial Study, Appendix A to the Draft EIR, p. 45)

G. GREENHOUSE GAS EMISSIONS

1. Greenhouse Gas Emissions

Threshold: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Findings: Less than significant impact for a stationary source. (Draft EIR, pp. IV.C-20-IV.C-24)

Explanation: The BAAQMD recommends analysing GHG emissions from permitted stationary sources separately from a project's operational emissions. As summarized in Table IV.C-7 (Draft EIR, p. IV.C-24), the average CO₂e emissions from routine testing and maintenance of the fire pump are below the BAAQMD's stationary-source threshold. Therefore, operation of the proposed fire pump would have a less-than-significant impact on the environment. (Draft EIR, p. IV.C-24)

2. Applicable Plan, Policy or Regulation

Threshold: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Findings: Less than significant impact. (Draft EIR, pp. IV.C-24-IV.C-25)

Explanation: The City of Milpitas Climate Action Plan (“CAP”) was adopted on May 7, 2013 (Draft EIR, p. IV.C-17). The CAP meets the BAAQMD requirements for a Qualified GHG Reduction Strategy and is designed to streamline environmental review of future development projects in the City consistent with CEQA Guidelines Section 15.183.5(b) and the BAAQMD CEQA Guidelines (Draft EIR, p. IV.C-17). The City’s CAP included a development checklist to assist project applicants and City staff to determine whether a project complies with the CAP and contains applicable measures that will be implemented as part of the Project to demonstrate consistency with the CAP. Applicable actions include Measure 2.1, Energy Efficiency in New Development, Action D, Leadership in Energy and Environmental Design (“LEED”) requirement for new non-residential construction; and Measure 4.2, Tiered Water Rates, Action C, Implementation of water-efficient landscaping ordinance and the water conservation ordinance. The development checklist with details on the Project’s consistency with the CAP’s action is in Appendix F to the Draft EIR. (Draft EIR, pp. IV.C-24-IV.C-25)

As demonstrated in the development checklist, the Project is consistent with the applicable actions from the CAP, and will incorporate some of the recommended actions in the Greenhouse Gas (GHG) Reduction Plan, required by Mitigation Measure GHG-1 (Draft EIR, pp. IV.C-22-IV.C-23). Overall, the mitigated Project would implement GHG reduction measures consistent with the CAP. Therefore, the project would have a less-than-significant impact related to conflict with the applicable plan, policy and regulations. (Draft EIR, pp. IV.C-25)

H. HAZARDS AND HAZARDOUS MATERIALS

1. Hazardous Materials

Threshold: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Findings: Less than significant impact. (Draft EIR, p. IV.A-4, Initial Study, Appendix A to the Draft EIR, pp. 50-54)

Explanation: Although small quantities of commercially-available hazardous materials could be used during project construction activities (e.g., oil, gasoline, paint) and for landscape maintenance within the Project site, these materials would not be used in sufficient quantities to pose a threat to human or environmental health. Therefore, development of the proposed Project

would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. (Initial Study, Appendix A to the Draft EIR, p. 51)

2. Acutely Hazardous Materials within ¼ Mile of an Existing or Proposed School

Threshold: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Findings: No impact. (Draft EIR, p. IV.A-3, Initial Study, Appendix A to the Draft EIR, pp. 50-54)

Explanation: There are no public schools located within one-quarter mile of the Project site. The closest school building to the proposed Project is Stratford School, located approximately 0.5 miles southwest of the Project site. Fuels, lubricants, and any other potentially hazardous materials used during project construction would be handled carefully in compliance with all applicable laws and regulations and would have little to no chance of affecting the school. Given that Stratford School is located more than one-quarter mile from the Project site, it is unlikely that the school would be affected by the use of fuels, lubricants, and other chemicals on the Project site. Therefore, there would be no impacts. (Initial Study, Appendix A to the Draft EIR, p. 53)

3. Hazardous Materials Sites

Threshold: Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result would it create a significant hazard to the public or the environment?

Findings: Less than significant impact. (Draft EIR, p. IV.A-4, Initial Study, Appendix A to the Draft EIR, pp. 50-54)

Explanation: According to the California DTSC EnviroStor database, the Project site is not included on the list of hazardous material sites compiled pursuant to Government Code Section 65962.5. However, Target Masters West is listed as an active site on the Cortese List and is located approximately 2.3 miles northwest of the Project site. As there are no hazardous waste sites in the Project site, the proposed Project would not create a hazard to the public or environment through location on a hazardous materials site and impacts would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 53)

4. Public Airports and Private Airstrips

Threshold: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Findings: No impact. (Draft EIR, p. IV.A-3, Initial Study, Appendix A to the Draft EIR, pp. 50-54)

Explanation: The closest airport to the Project site is the Norman Y. Mineta San Jose International Airport, located approximately 4.5 miles southwest of the Project site. The closest private airport to the Project site is the Regional Medical Center heliport (88CA), located approximately 4.4 miles southeast of the Project site. The Project site is not located within the Airport Safety Zones or Airport Influence Area of the San José International Airport. Therefore, the proposed Project would not result in a safety hazard or excessive noise for people residing or working in the project area due to the proximity of an airport. (Initial Study, Appendix A to the Draft EIR, p. 53)

5. Emergency Access

Threshold: Would the Project impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Findings: Less than significant impact. (Draft EIR, p. IV.A-4, Initial Study, Appendix A to the Draft EIR, pp. 50-54)

Explanation: The City of Milpitas Fire Department Office of Emergency Services coordinates the City's preparedness efforts to mitigate, plan for, respond to, and recover from natural and technological disasters. In addition, the County of Santa Clara Office of Emergency Services coordinates county-wide emergency response efforts including the preparation and implementation of the County of Santa Clara Emergency Operations Plan (EOP). However, the EOP does not address specific responses, scenarios, hazards, or threats, within Milpitas. In addition, the EOP does not indicate the emergency evacuation routes within Santa Clara County. Because the proposed Project would not alter or block adjacent roadways, implementation of the proposed Project would not be expected to impair the function of nearby emergency evacuation routes. The proposed creative industrial building would also be equipped with a state-of-the-art Early Suppression, Fast Response (ESFR) sprinkler system. Therefore, the proposed Project would have a less-than-significant impact on the implementation of an adopted emergency response plan or emergency evacuation plan. (Initial Study, Appendix A to the Draft EIR, pp. 53-54)

6. Wildland Fires

Threshold: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Findings: No impact. (Draft EIR, p. IV.A-3, Initial Study, Appendix A to the Draft EIR, pp. 50-54)

Explanation: The proposed Project site is in a developed urban area and is not within or adjacent to a wildland fire hazard area. The Project site is not located within any state responsibility areas (SRA) for fire service, and is not within a very high fire hazard severity zone. Therefore, the proposed Project would not expose people or structures to a significant loss, injury, or death involving wildland fires. (Initial Study, Appendix A to the Draft EIR, p. 54)

I. HYDROLOGY AND WATER QUALITY

1. Compliance with Water Quality Standards

Threshold: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Findings: Less than significant impact. (Draft EIR, p. IV.A-4, Initial Study, Appendix A to the Draft EIR, pp. 55-63)

Explanation: Water quality in the State of California is regulated by the State Water Resources Control Board (“State Water Board”) and the nine Regional Water Quality Control Boards. The City of Milpitas is located in the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (“Regional Water Board”). (Initial Study, Appendix A to the Draft EIR, p. 56)

During construction of the project, sediment and potential contaminants that may be in the soil (from any chemicals spilled or leaked onto the ground) could be entrained in stormwater runoff and potentially reduce the quality of the receiving waters. The proposed Project would disturb greater than 1 acre of land, and therefore would be required to obtain coverage under the Construction General Permit (State Water Board Order 2009-0009-DWQ) (General Permit). On-site construction activities subject to the General Permit include clearing, grading, excavation, and soil stockpiling. The Construction General Permit requires the development of a Stormwater Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer. A SWPPP identifies all potential pollutants and their sources, including erosion, sediments, and construction materials and must include a list of BMPs to reduce the discharge of construction-related stormwater pollutants. A SWPPP must include a detailed description of controls to reduce pollutants and outline maintenance and inspection procedures. Typical sediment and erosion

control BMPs include protecting storm drain inlets, and establishing and maintaining construction exits and perimeter controls to avoid tracking sediment off-site onto adjacent roadways. A SWPPP also defines proper building material staging and storage areas, paint and concrete washout areas; describes proper equipment/vehicle fueling and maintenance practices, measures to control equipment/vehicle washing and allowable non-stormwater discharges; and, includes a spill prevention and response plan. The SWPPP must also include a construction site monitoring program. Depending on the project risk level, the monitoring program would involve visual observations of site discharges, water quality monitoring of site discharges (e.g., pH, turbidity, and non-visible pollutants, if applicable), and receiving water monitoring (e.g., pH, turbidity, suspended sediment concentration, and bioassessment, if applicable). Compliance with the requirements of the Construction General Permit would ensure that construction activities do not adversely affect runoff water quality that could result in a violation of water quality standards. (Initial Study, Appendix A to the Draft EIR, p. 56)

Groundwater dewatering may be required during construction activities involving excavation. Dewatering effluent may have high turbidity and could contain contaminants. Turbid and/or contaminated groundwater could cause degradation of the receiving water quality if discharged directly to storm drains without treatment. Any groundwater dewatering would be limited in duration (i.e., during construction) and the discharge of dewatering effluent would be subject to permits from the City of San Jose (which manages and operates the San Jose-Santa Clara Regional Wastewater Facility which treats wastewater from the Project site) or the Regional Water Board, depending if the discharge were to the sanitary sewer or storm drain system, respectively. (Initial Study, Appendix A to the Draft EIR, pp. 56-57)

Under existing State law, it is illegal to allow unpermitted non-stormwater discharges to receiving waters. As stated in the Construction General Permit, non-stormwater discharges directly connected to receiving waters or the storm drain system have the potential to negatively impact water quality. The discharger must implement measures to control all non-stormwater discharges during construction, and from dewatering activities associated with construction. Discharging any pollutant-laden water from a dewatering site or sediment basin into any receiving water or storm drain that would cause or contribute to an exceedance of applicable water quality standards is prohibited. (Initial Study, Appendix A to the Draft EIR, p. 57)

The Construction General Permit allows the discharge of dewatering effluent if the source of the water is uncontaminated groundwater and is properly filtered or treated, using appropriate technology. These technologies include, but are not limited to, retention in settling ponds (where sediments settle out prior to discharge of water) and filtration using gravel and sand filters (to mechanically remove the sediment). If the dewatering activity is deemed by the Regional Water Board not to be covered by the Construction General Permit, then the discharger could potentially prepare a Report of Waste Discharge, and if approved by the Regional Water Board, be issued site-specific Waste Discharge Requirements (WDRs) under National Pollutant Discharge

Elimination System (NPDES) regulations. Site-specific WDRs contain rigorous monitoring requirements and performance standards that, when implemented, ensure that receiving water quality is not substantially degraded. The discharge of dewatering effluent is authorized under the Construction General Permit if the following conditions are met. (Initial Study, Appendix A to the Draft EIR, p. 57)

- The discharge does not cause or contribute to a violation of any water quality standard.
- The discharge does not violate any other provision of the Construction General Permit.
- The discharge is not prohibited by the applicable Basin Plan.
- The discharger has included and implemented specific BMPs required by the Construction General Permit to prevent or reduce the contact of the non-stormwater discharge with construction materials or equipment.
- The discharge does not contain toxic constituents in toxic amounts or (other) significant quantities of pollutants.
- The discharge is monitored and meets the applicable numeric action levels.
- The discharger reports the sampling information in the annual report.

If any of the above conditions are not satisfied, the discharge of dewatering effluent is not authorized by the Construction General Permit. The discharger must notify the local Regional Water Board of any anticipated non-stormwater discharges not already authorized by the Construction General Permit or another NPDES permit, to determine whether a separate NPDES permit is necessary. If it is infeasible to meet site-specific WDRs or meet the City of Milpitas's sewer discharge requirements, the construction contractor would be required to transport the dewatering effluent off-site for treatment and disposal at a permitted facility. Compliance with the existing regulations described above regarding the discharge of groundwater to sanitary sewer or stormwater systems would ensure that potential dewatering discharges would result in less-than-significant impacts to water quality. (Initial Study, Appendix A to the Draft EIR, pp. 58)

During the operational phase of the proposed Project, pollutants associated with truck and vehicle parking would be deposited on pavement surfaces which would contribute petroleum hydrocarbons, heavy metals, and sediment to the pollutant load in runoff being transported to receiving waters. Debris and particulates that gather on impervious surfaces such as paved areas and roofs of buildings can also add metals and sediment to the pollutant load in runoff. Long-term degradation of runoff water quality from the Project site could adversely affect water quality in the receiving waters. (Initial Study, Appendix A to the Draft EIR, p. 58)

Stormwater discharges in the City of Milpitas are regulated under a regional NPDES permit (NPDES Permit No. CAS612008, State Water Board Order No. R2-2015-0049) for the discharge of stormwater from municipal separate storm sewer systems (Municipal Regional Permit). The Municipal Regional Permit (MRP) is issued and overseen by the Regional Water Board. Under the MRP, the preparation of a Stormwater Control Plan (SCP) would be required for the proposed Project. The SCP would present the design elements and implementation measures that would be used to meet MRP requirements. (Initial Study, Appendix A to the Draft EIR, p. 58)

Provision C.3 of the MRP requires implementation of low impact development (LID) source control, site design, and stormwater treatment for regulated projects. Projects that create or replace over 10,000 square feet of impervious surface area are regulated projects. LID employs principles such as preserving and recreating natural landscape features and minimizing impervious surfaces to create functional and appealing site drainage that treats stormwater as a resource, rather than a waste product. Practices used to adhere to these LID principles include measures such as rain barrels and cisterns, green roofs, permeable pavement, preserving undeveloped open space, and biotreatment through rain gardens, bioretention units, bioswales, and planter/tree boxes. (Initial Study, Appendix A to the Draft EIR, p. 58)

The City of Milpitas is a part of the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP), which assists cities and towns across the County with MRP compliance by providing guidance and staff training and by implementing public outreach and water-quality monitoring. In accordance with Required Action 4.d-A-11 of the City of Milpitas General Plan and the SCVURPPP Stormwater C.3. Handbook, the proposed Project would be required to submit a Stormwater Control Operation and Maintenance Plan (O&M Plan), and all stormwater management facilities must be inspected and maintained according to the SCVURPPP Stormwater C.3. Handbook and the approved O&M Plan. The O&M Plan must describe how the maintenance costs would be funded, and requires that access be provided for the City, the Santa Clara County Vector Control District, and the Regional Water Board for inspection of the stormwater management facilities. (Initial Study, Appendix A to the Draft EIR, p. 58-59)

The proposed Project would involve the replacement of over 10,000 square feet of impervious surface and would include alteration of over 50 percent of the existing impervious surface at the Project site. Therefore, stormwater treatment systems must be designed and sized to treat stormwater runoff from the entire Project site, as required by Provision C.3 of the MRP. Provision C.3 of the MRP indicates that unless stormwater is first treated by a method other than infiltration, infiltration devices are not approved as treatment measures for runoff from areas of land uses that pose a high threat to water quality, including project-proposed truck fleet parking areas. Provision C.3 of the MRP also includes source control requirements to minimize stormwater pollutants of concern in runoff, including: storm drain system stenciling or signage; properly designed covers, drains, storage precautions for loading docks; and potentially plumbing of certain discharges to the sanitary sewer including dumpster drips from covered trash and compactor

enclosures, subject to the local sanitary sewer agency's regulations and standards. (Initial Study, Appendix A to the Draft EIR, p. 59)

An SCP prepared for the proposed Project indicates that the project would include the use of bio-retention treatment areas to manage and treat stormwater runoff from the Project site. The SCP currently does not indicate that pre-treatment of runoff would occur prior to infiltration of stormwater runoff from areas of truck parking. The City of Milpitas is responsible for ensuring that the proposed Project would comply with the requirements of Provision C.3 of the MRP, therefore the City would require that the SCP be modified, as necessary, to include the required stormwater control and treatment measures, including pre-treatment of stormwater runoff prior to treatment through infiltration devices and source control measures that comply with Provision C.3 of the MRP. (Initial Study, Appendix A to the Draft EIR, p. 59)

Compliance with existing regulations, as described above, would ensure that potential construction and operational impacts to water quality would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 59)

2. Groundwater Supplies

Threshold: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Findings: Less than significant impact. (Draft EIR, p. IV.A-5, Initial Study, Appendix A to the Draft EIR, pp. 55-63)

Explanation: The San Francisco Bay Basin Water Quality Control Plan (Basin Plan) establishes beneficial water uses for waterways, water bodies, and groundwater basins within the region and is a master policy document for managing water quality in the region. A groundwater basin is defined as a hydrogeologic unit containing one large aquifer or several connected and interrelated aquifers. An aquifer can be defined as a saturated geologic unit that contains sufficient permeable thickness to yield significant quantities of groundwater to wells and springs. Groundwater may also occur outside of aquifers and currently identified groundwater basins. The Project site is located within the Santa Clara groundwater sub-basin of the Santa Clara Valley groundwater basin, as identified in the Basin Plan. (Initial Study, Appendix A to the Draft EIR, p. 60)

The proposed Project would increase the amount of impervious surface area at the Project site from approximately 20.6 acres under the existing conditions to approximately 21.8 acres (an increase of approximately 1.2 acres). Although the proposed Project would increase the amount of impervious surface area, the construction of LID stormwater management systems, including proposed bio-retention treatment areas, would allow much of the stormwater runoff from the

Project site to infiltrate the ground surface, (and the project would result in a net reduction of runoff from the Project site). Under existing conditions, stormwater runoff from impervious areas of the Project site is captured in storm drain systems with no opportunity to infiltrate the ground surface. (Initial Study, Appendix A to the Draft EIR, p. 60)

In addition, the Santa Clara Valley Water District's Groundwater Management Plan indicates that recharge within the Santa Clara sub-basin generally occurs along the margins and southern portion of the sub-basin where coarse-grained sediments predominate and high permeability surface soils allow water to infiltrate the aquifers. The Project site is located west of a recharge area of the Santa Clara sub-basin, and is within the confined area of the sub-basin where a low permeability aquitard restricts the vertical flow of groundwater and contaminants, as indicated in the Groundwater Management Plan. The proposed Project would therefore have a less-than-significant impact on groundwater recharge. (Initial Study, Appendix A to the Draft EIR, p. 60)

Although no use of groundwater is proposed as part of the project, some dewatering could be required during construction depending on the depths of excavations and depth to groundwater at the time. This dewatering would be temporary and limited to the areas of the excavation and would focus on the uppermost shallow groundwater zone. Therefore, potential impacts related to depletion of groundwater supplies would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 60)

3. Substantial Erosion or Siltation

Threshold: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would: result in substantial erosion or siltation on- or off-site?

Findings: Less than significant impact. (Draft EIR, p. IV.A-5, Initial Study, Appendix A to the Draft EIR, pp. 55-63)

Explanation: The Project would not alter the course of a stream or a river. Compliance with the Construction General Permit during construction activities would ensure that the proposed Project would not result in substantial erosion or siltation during construction. During operation of the proposed Project, the ground surface of the Project site would be covered by the proposed building, pavement surfaces, and landscaped areas, and there would not be exposed soil surfaces that could be susceptible to erosion. Additionally, compliance with Provision C.3 of the Municipal Regional Permit would ensure that the stormwater treatment systems at the Project site would be designed and maintained to prevent siltation of stormwater control and drainage systems. (Initial Study, Appendix A to the Draft EIR, p. 61)

The proposed Project would increase the amount of impervious surface area at the Project site by approximately 1.2 acres. Increases in impervious surfaces can result in increased stormwater runoff which can cause erosion in creeks and unlined drainage channels due to hydromodification. Provision C.3.g of the MRP pertains to hydromodification management, and requires that stormwater discharges shall not cause an increase in the erosion potential of the receiving stream over the existing condition. Increases in runoff flow and volume must be managed so that the post-Project runoff does not exceed estimated pre-project rates and durations, where such increased flow and/or volume is likely to cause increased potential for erosion of creek beds and banks, silt pollutant generation, or other adverse impacts on beneficial uses due to increased erosive force. According to the hydromodification applicability map presented in the MRP for areas under SCVURPPP jurisdiction, the Project site is located within an area that is exempt from hydromodification management requirements because the stormwater catchment area is already at least 65 percent impervious. Therefore, potential increases in stormwater runoff from the Project site would not be expected to result in substantial erosion or sedimentation in receiving waters due to hydromodification. Additionally, the construction of LID stormwater management systems, including proposed bio-retention treatment areas, would result in a decrease in stormwater runoff from the Project site (for the 10-year peak flow, which is the standard for hydromodification management required in the MRP) compared to existing conditions. Therefore, the project would have a less-than-significant impact related to substantial erosion or siltation on- or off-site associated with changing the drainage pattern of the Project site. (Initial Study, Appendix A to the Draft EIR, p. 61)

4. Surface Runoff

Threshold: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would: substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Findings: Less than significant impact. (Draft EIR, p. IV.A-5, Initial Study, Appendix A to the Draft EIR, pp. 55-63)

Explanation: The proposed Project would increase the amount of impervious surface area at the Project site; however, the project's stormwater control and treatment systems must be designed to manage and treat stormwater runoff from the entire Project site in accordance with the requirements of Provision C.3 of the MRP, and management of stormwater runoff using the proposed bio-retention treatment areas would result in a decrease in stormwater runoff from the Project site compared to existing conditions; therefore, the project would have a less-than-significant impact related to flooding on- or off-site as a result of increasing impervious surface area. (Initial Study, Appendix A to the Draft EIR, pp. 61-62)

5. Stormwater Drainage System Capacity and Polluted Runoff

Threshold: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would: create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Findings: Less than significant impact. (Draft EIR, p. IV.A-5, Initial Study, Appendix A to the Draft EIR, pp. 55-63)

Explanation: As discussed under criteria 3 and 4 above, although the proposed Project would increase the area of impervious surfaces, the management of stormwater runoff using bio-retention treatment areas would result in a decrease in stormwater runoff from the Project site compared to existing conditions. Therefore, the project would have a less-than-significant impact related to exceeding the capacity of stormwater drainage systems. (Initial Study, Appendix A to the Draft EIR, p. 62)

Compliance with existing stormwater regulations including the Construction General Permit and MRP, as described under criterion 1 above, would ensure that the project would have a less-than-significant impact related to contributing additional sources of polluted runoff. (Initial Study, Appendix A to the Draft EIR, pp. 62)

6. Flows in Flood Zones

Threshold: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would: impede or redirect flood flows?

Findings: Less than significant impact. (Draft EIR, p. IV.A-5, Initial Study, Appendix A to the Draft EIR, pp. 55-63)

Explanation: The Project site is not located within a 100-year flood hazard zone as mapped by Federal Emergency Management Agency (FEMA). The Project site is located in a 500-year flood hazard zone as mapped by FEMA; and therefore, the chance of flooding at the Project site in any given year is 0.2 percent. Due to the low risk of flooding at the Project site, the project would have a less-than-significant impact related to impeding or redirecting flood flows. (Initial Study, Appendix A to the Draft EIR, p. 62)

7. Natural Hazards

Threshold: In flood hazard, tsunami, or seiche zones, would the Project risk release of

pollutants due to project inundation?

Findings: Less than significant impact. (Draft EIR, p. IV.A-5, Initial Study, Appendix A to the Draft EIR, pp. 55-63)

Explanation: The Project site is located within a 500-year flood hazard zone as mapped by FEMA, therefore the chance of storm related flooding at the Project site in any given year is 0.2 percent. Due to the low risk of storm related flooding at the Project site, the project would have a less-than-significant impact related to the potential release of pollutants due to storm related flooding. (Initial Study, Appendix A to the Draft EIR, pp. 62)

The Project site is located approximately 5 miles inland from a mapped tsunami inundation area along Coyote Creek Slough. Therefore, flooding impacts associated with tsunamis would not occur. (Initial Study, Appendix A to the Draft EIR, p. 62)

A seiche is the oscillation of a body of water. Seiches occur most frequently in enclosed or semi-enclosed basins such as lakes, bays, or harbors and may be triggered by strong winds, changes in atmospheric pressure, earthquakes, tsunami, or tides. Triggering forces that set off a seiche are most effective if they operate at specific frequencies relative to the size of an enclosed basin. Due to the basin geometry and dimensions of the San Francisco Bay, seiches pose a negligible hazard to the San Francisco Bay Area. The Project site is not located within a dam failure inundation area, therefore potential seiches within regional reservoirs would not pose a risk of inundation for the Project site. There are no other water bodies located near or upgradient to the Project site that could pose a risk of inundation for the Project site as a result seiches. (Initial Study, Appendix A to the Draft EIR, pp. 62-63)

8. Conflict with Water Quality Control Plan or Sustainable Groundwater Management Plan

Threshold: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Findings: Less than significant impact. (Draft EIR, p. IV.A-5, Initial Study, Appendix A to the Draft EIR, pp. 55-63)

Explanation: The San Francisco Bay Basin Water Quality Control Plan (Basin Plan) establishes beneficial water uses for waterways, water bodies, and groundwater basins within the region and is a master policy document for managing water quality in the region. (Initial Study, Appendix A to the Draft EIR, p. 63)

Stormwater and groundwater quality during construction and operation of the project would be controlled through required compliance with the existing stormwater control regulations.

Therefore, the project would not conflict with or obstruct implementation of a water quality control plan. (Initial Study, Appendix A to the Draft EIR, p. 63)

The 2014 Sustainable Groundwater Management Act (SGMA) requires local public agencies and Groundwater Sustainability Agencies in high- and medium-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs. GSPs are detailed road maps for how groundwater basins will reach long term sustainability. Existing Groundwater Management Plans will be in effect until GSPs are adopted in medium and high priority basins. The Project site is located within the Santa Clara groundwater sub-basin, which has been identified as a medium priority basin, and the Santa Clara Valley Water District has established a Groundwater Management Plan for the sub-basin. The construction of LID stormwater management systems, including proposed bio-retention treatment areas, would allow much of the stormwater runoff from the Project site to infiltrate the ground surface and recharge groundwater, and the Project site is located outside of the recharge area of the Santa Clara sub-basin; therefore, increasing impervious surface area at the Project site would have less-than-significant impacts on groundwater recharge. Provision C.3 of the Municipal Regional Permit (MRP) requires implementation of low impact development (LID) source control, site design, and stormwater treatment for regulated projects. Projects that create or replace over 10,000 square feet of impervious surface area are regulated projects (Initial Study, Appendix A to the Draft EIR, p. 58). Compliance with provision C.3 of the MRP would ensure that stormwater runoff is appropriately treated prior to infiltration, which would protect groundwater quality. Therefore, the proposed Project would not conflict with or obstruct implementation of the Groundwater Management Plan for the Santa Clara sub-basin. (Initial Study, Appendix A to the Draft EIR, p. 63)

J. LAND USE AND PLANNING

1. Divide an Established CommunityThreshold: Would the Project physically divide an established community?

Findings: No impact. (Draft EIR, p. IV.A-3, Initial Study, Appendix A to the Draft EIR, pp. 64-66)

Explanation: The proposed Project is located within an urban area in an existing industrial development site. The proposed Project site is bounded by south Milpitas Boulevard to the east, Gibraltar Drive on the south and west, and the north by a multi-tenant office building. The Project would consist of construction of a new creative industrial building in an area zoned M2 for heavy industrial use. Therefore, the proposed Project would not physically divide an established community and no impact would occur. (Initial Study, Appendix A to the Draft EIR, p. 66)

2. Applicable Land Use Plans, Policies, or Regulations

Threshold: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Findings: Less than significant impact. (Draft EIR, p. IV.A-5, Initial Study, Appendix A to the Draft EIR, pp. 64-66)

Explanation: A proposed Project would have a significant impact if it were to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. The proposed Project is subject to several local policies, plans, and regulations (Initial Study, Appendix A to the Draft EIR, pp. 64-66). The City of Milpitas General Plan Land Use Map designates the Project site as Manufacturing (MFG) and the City's Zoning Map identifies the Project site as M2. As the proposed Project does not substantially conflict with the intent of the City's General Plan or zoning regulations, the proposed Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Thus, this impact would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 66)

K. MINERAL RESOURCES

1. Known Mineral Resource

Threshold: Would the Project result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

Findings: No impact. (Draft EIR, p. IV.A-3, Initial Study, Appendix A to the Draft EIR, p. 67)

Explanation: The Project site is not in or adjacent to any important mineral resources. The proposed Project is within a developed industrial area and does not contain any known or designated mineral resources. The City of Milpitas General Plan identifies four areas designated by the State Geologist as containing Regionally Significant Construction Aggregate Resources. However, each of these mineral resource areas are located in the foothills outside City limits. As such, development of the proposed Project would not result in the loss of availability of a known mineral resource of value to the region or residents of the State, and there would be no impact related to the availability of mineral resources. Furthermore, the development of the proposed Project would not preclude future excavation of oil or minerals should such extraction become viable. (Initial Study, Appendix A to the Draft EIR, p. 67)

2. Locally Important Mineral Resource Recovery Site

Threshold: Would the Project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Findings: No impact. (Draft EIR, p. IV.A-3, Initial Study, Appendix A to the Draft EIR, p. 67)

Explanation: The Project site is not in or adjacent to any important mineral resources. The proposed Project is within a developed industrial area and does not contain any known or designated mineral resources. The City of Milpitas General Plan identifies four areas designated by the State Geologist as containing Regionally Significant Construction Aggregate Resources. However, each of these mineral resource areas are located in the foothills outside City limits. As such, development of the proposed Project would not result in the loss of availability of a known mineral resource of value to the region or residents of the State, and there would be no impact related to the availability of mineral resources. Furthermore, the development of the proposed Project would not preclude future excavation of oil or minerals should such extraction become viable. (Initial Study, Appendix A to the Draft EIR, p. 67)

L. NOISE

1. **Local Noise Level Standards****Threshold:** Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Findings: Less than significant impact. (Draft EIR, pp. IV.D-15-IV.D-22)

Explanation:

Temporary Construction Noise. Existing noise-sensitive land uses would not be exposed to construction noise levels in excess of the significance thresholds for a period of more than one year. (Draft EIR, pp. IV-D-15-IV.D-17)

The duration of Project construction is not expected to exceed one year, which would represent a less-than-significant impact. However, the inclusion of standard construction best management practices should be considered in order to reduce construction noise received at nearby receptors to the extent feasible. No additional mitigation measures are required. (Draft EIR, pp. IV.D-17)

Pages IV.D-20-IV.D-21 of the Draft EIR include the following best management practices which are recommended for consideration to reduce construction noise at receptors to the northwest and south:

Construction Best Management Practices

- Unless the Contractor requests in writing, and receives in advance, written approval from the City's Director of Public Works for a modified construction schedule, the City requires that construction activities be limited to 12-hour shifts between 7:00 a.m. and 7:00 p.m., Monday through Friday and construction shall not take place on weekends or City holidays. Per the City's Noise Ordinance, work shall not be conducted on the following City holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.
- Utilize 'quiet' models of air compressors and other stationary noise sources where technology exists.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers, which are in good condition and appropriate for the equipment.
- Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from residential land uses to the east.
- 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.
- Prohibit all unnecessary idling of internal combustion engines.
- Control noise from construction workers' radios to a point where they are not audible at existing land uses bordering the Project site.

Permanent Noise Level Increase. The proposed Project is not expected to cause a substantial permanent noise level increase at the existing residential land uses in the Project vicinity. (Draft EIR, p. IV.D-21)

Milpitas General Plan 6-I-7 limits residential DNL (*The Day/Night Average Sound Level*) exposure increases to no more than 3 dB or more than 65 decibel (dB) at the property line, whichever is more restrictive. The Project's traffic study included peak hour existing and existing

plus Project traffic scenarios. By comparing the traffic volumes of existing plus Project traffic volumes to the existing volumes, a traffic noise increase of up to 3 dBA (dBA = A-weighted sound level) DNL would occur at the west link of the intersection of Milpitas Boulevard and Ames Avenue. Since this is the entrance to the Project site, and not in the vicinity of existing residential land uses, this is not considered a significant impact. Along every other roadway segment included in the traffic study, a noise level increase of 1 dBA DNL or less was calculated, which does not represent a significant permanent noise level increase. This is a less-than-significant impact and no mitigation measures are required. (Draft EIR, p. IV.D-21)

Noise Levels in Excess of Standards. The proposed Project is not expected to generate noise levels in excess of standards established in the City's General Plan or Municipal Code at the nearby sensitive receptors. (Draft EIR, p. IV.D-21)

Code Section V-213-3 and General Plan 6-I-7 limit operational noise in residential areas to 65 dBA DNL at the property line or to an increase of less than 3 dBA DNL, whichever is more restrictive. (Draft EIR, p. IV.D-21)

Mechanical Equipment

Various mechanical equipment for heating, ventilation, and cooling purposes, exhaust fans, emergency generators, and other similar equipment could produce noise levels exceeding ambient levels when located near existing or proposed land uses. The site plans provided for the industrial buildings do not show details pertaining to mechanical equipment, such as type, number, location, etc. However, through discussion with the Project applicant, the Project proposes to include four to five 4-ton rooftop package units for office heating and air conditioning (HVAC). In addition, eight rooftop mounted exhaust fans will be constructed for air changes within the warehouse area. (Draft EIR, p. IV.D-21)

Based on the size of the rooftop HVAC units, it is assumed that each unit will generate noise levels between 55 to 65 dBA at a distance of 10 feet. Exhaust fans from a similar size Project have been measured up to 68 dBA at a distance of 15 feet. Without knowing the specific locations of mechanical equipment on the rooftop, the worst-case-scenario was assumed, with all HVAC units located near the edge of the rooftop closest to the nearest receptors, and exhaust fans dispersed evenly throughout the rooftop. In this scenario, the property line of the nearest commercial receptors could be as close as approximately 200 feet from proposed HVAC units and/or exhaust fans. At this distance, HVAC units and exhaust fans could generate noise levels up to 44 dBA. The nearest residential receptors would be as close as approximately 575 feet from the edge of the rooftop. At this distance, noise levels from rooftop mechanical equipment would be up to 35 dBA. Considering the ambient noise conditions of the Project site, which would be above 50 dBA Leq during daytime and nighttime hours according to the existing noise environment above, mechanical equipment noise from the industrial buildings is not expected to

result in a significant impact at nearby receptors. This is a less-than-significant impact and no mitigation measures are required. (Draft EIR, p. IV.D-22)

Considering the ambient noise conditions of the Project site, which would be above 50 dBA Leq during daytime and nighttime hours according to the existing noise environment above, mechanical equipment noise from the industrial buildings is not expected to result in a significant impact at nearby receptors. This is a less-than-significant impact and no mitigation measures are required. (Draft EIR, p. IV.D-22)

Truck Deliveries

Truck delivery noise would include both maneuvering activities occurring at the loading docks and truck pass-by activities occurring along driveways to the east and west of the proposed building and along roadways, specifically Gibraltar Drive and South Milpitas Boulevard. Trucks maneuvering would generate a combination of engine, exhaust, and tire noise, as well as the intermittent sounds of back-up alarms and releases of compressed air associated with truck/trailer air brakes. Heavy trucks used for incoming deliveries typically generate maximum instantaneous noise levels of 70 to 75 dBA Lmax at a distance of 50 feet. The noise level of backup alarms can vary depending on the type and directivity of the sound, but maximum noise levels are typically in the range of 65 to 75 dBA Lmax at a distance of 50 feet. (Draft EIR, p. IV.D-22)

The traffic study indicates there would be up to 13 peak hour heavy truck trips. Three entrances would be used for truck access to the warehouse: one entrance would be located at the intersection of Ames Avenue and South Milpitas Boulevard, and two entrances would be located along Gibraltar Drive. To estimate the pass-by noise levels for heavy trucks along local roadways based on trip distribution, Federal Highway Administration's Traffic Noise Model (FHWA TNM), version 2.5, was used to model various hourly scenarios for truck traffic along South Milpitas Boulevard and Gibraltar Drive. It was assumed trucks would be traveling at speeds of 35 mph. (Draft EIR, p. IV.D-22)

Based on the assumptions outlined in the Draft EIR, page IV.D-22, truck trips would increase existing noise levels along Gibraltar Drive and South Milpitas Boulevard by less than 1 dBA under peak hour conditions. Based on ambient noise levels along local roadways, truck deliveries would not measurably increase noise levels in the Project vicinity. This is a less-than-significant impact and no mitigation measures are required. (Draft EIR, p. IV.D-22)

2. Groundborne Vibration

Threshold: Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?

Findings: Less than significant impact. (Draft EIR, pp. IV.D-23-IV.D-24)

Explanation: Construction-related vibration levels are not anticipated to exceed 0.3 in/sec Peak Particle Velocity (PPV) at the nearest structures. (Draft EIR, p. IV.D-23)

The City of Milpitas does not specify a construction vibration limit. For structural damage, the California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV for buildings structurally sound and designed to modern engineering standards, 0.3 in/sec PPV for buildings that are found to be structurally sound but where structural damage is a major concern, and a conservative limit of 0.25 in/sec PPV for historic and some old buildings (see Table IV.D-3, Draft EIR, p. IV.D-23). The 0.3 in/sec PPV vibration limit would be applicable to buildings in the vicinity of the Project site. (Draft EIR, p. IV.D-23)

Table IV.D-7 (Draft EIR, p. IV.D-23) presents typical vibration levels from construction equipment at 80, 105, 130, and 170 feet, which represent distances measured from the Project site's property line to the nearest buildings. Vibration levels would vary depending on soil conditions, construction methods, and equipment used. Vibration levels are highest close to the source, and then attenuate with increasing distance at the rate $(D_{ref}/D)^{1.1}$, where D is the distance from the source in feet and D_{ref} is the reference distance of 25 feet. (Draft EIR, p. IV.D-23)

Project construction activities, such as drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.) may generate substantial vibration in the immediate vicinity of construction activities. However, as indicated in Table IV.D-7 (Draft EIR, p. IV.D-23), none of these construction activities would be anticipated to exceed 0.3 in/sec PPV at the nearest structures. Vibration levels may be perceptible to occupants but would not be anticipated to cause cosmetic or structural damage to the nearest buildings and would not be considered excessive. As construction moves away from the shared property lines, vibration levels would be even lower. This is a less-than-significant impact and no mitigation measures are required. (Draft EIR, pp. IV.D-23-IV.D-24)

3. **Private/Public Airports**Threshold: For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Findings: Less than significant impact. (Draft EIR, p. IV.D-24)

Explanation: Norman Y. Mineta San José International Airport is a public-use airport located approximately four miles southwest of the Project site. Figure IV.D-4 (Draft EIR, p. IV.D-25) shows that the Project site lies well outside the 2037 60 dBA CNEL (The *Community Noise Equivalent Level*) noise contour of the airport, according to the City's new Airport Master Plan Environmental Impact Report. This means that future exterior noise levels due to aircraft would

not exceed 60 dBA CNEL/DNL. Therefore, the proposed Project would be compatible with the City's exterior noise standards for aircraft noise. This is a less-than-significant impact and no mitigation measures are required. (Draft EIR, p. IV.D-24)

M. POPULATION AND HOUSING

1. Induce Substantial Unplanned Growth

Threshold: Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Findings: Less than significant impact. (Draft EIR, p. IV.A-5, Initial Study, Appendix A to the Draft EIR, pp. 69-70)

Explanation: The Project would not induce substantial population growth in an area, either directly or indirectly. Upon completion, the Project's proposed uses are to include advanced manufacturing, e-commerce, light assembly, warehouse/distribution, among other uses permitted by code. The Project site has been used for industrial use and would continue to do so. Redevelopment of the Project site as proposed would result in construction of a new creative industrial building. This change in land use would not substantially alter the jobs per employed resident ratio. Therefore, impacts would be less than significant. (Initial Study, Appendix A to the Draft EIR, pp. 69-70)

2. Displacing Housing and People

Threshold: Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Findings: No impact. (Draft EIR, p. IV.A-3, Initial Study, Appendix A to the Draft EIR, pp. 69-70)

Explanation: The Project site and surrounding uses are located within the City's Industrial Zone M2, under the General Plan land use designation of Manufacturing (MFG). The Project would not displace existing housing, necessitating the construction of replacement housing elsewhere, nor would it displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. The Project site has not been used for residential purposes in the past and the lot is vacant; therefore, implementation of the project would not displace existing housing or people. Implementation of the project would have no impact related to displacement of housing or people. (Initial Study, Appendix A to the Draft EIR, p. 70)

N. PUBLIC SERVICES

1. Fire Protection Services

Threshold: Would the proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?

Findings: Less than significant impact. (Draft EIR, p. IV.A-5, Initial Study, Appendix A to the Draft EIR, pp. 71-72)

Explanation: Fire protection services are provided by the City of Milpitas Fire Department (MFD). The MFD has four fire stations and an administration facility. The closest fire station to the project would be Station No. 1, located at 777 South Main Street, approximately 0.78 miles west of the Project site. (Initial Study, Appendix A to the Draft EIR, p. 71)

Given that the proposed Project would not permanently increase the existing residential population in the City, the Project would not result in a long-term increase in the demand for public services or require construction of new governmental facilities. The purpose of the Project is to construct a new creative industrial building in an area zoned M2 for industrial use. Development of the Project would increase daytime and nighttime population on the Project site and incrementally increase demand for emergency police services to the Project site. However, the Police Department would continue to provide services to the Project site and construction of new or expanded police facilities would not be required. The City of Milpitas Fire Department would continue providing services to the Project site and construction of a new or expanded fire station would not be required. The proposed Project would not result in a significant impact on the physical environment due to the incremental increase in demand for fire protection and life safety services, and the potential increase in demand for services is not expected to adversely affect existing responses times to the site or within the City. As a non-residential development, the Project would not create additional demand for school services, nor would the Project be expected to create incremental demand on parks and public facilities such as libraries in the City. Therefore, construction and operation of the proposed Project would have a less-than-significant impact on police and fire protection. Impacts related to schools, parks or other public facilities would also be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 72)

2. Police Services

Threshold: Would the proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or a need for new or physically altered governmental facilities, the construction of which could cause significant

environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services?

Findings: Less than significant impact. (Draft EIR, p. IV.A-5, Initial Study, Appendix A to the Draft EIR, pp. 71-72)

Explanation: Police services are provided by the City of Milpitas Police Department (MPD). Services are provided from one central station located at 1275 North Milpitas Boulevard, which is approximately 2.5 miles northwest of the Project site. (Initial Study, Appendix A to the Draft EIR, p. 71)

Given that the proposed Project would not permanently increase the existing residential population in the City, the Project would not result in a long-term increase in the demand for public services or require construction of new governmental facilities. The purpose of the Project is to construct a new creative industrial building in an area zoned M2 for industrial use. Development of the Project would increase daytime and nighttime population on the Project site and incrementally increase demand for emergency police services to the Project site. However, the Police Department would continue to provide services to the Project site and construction of new or expanded police facilities would not be required. The City of Milpitas Fire Department would continue providing services to the Project site and construction of a new or expanded fire station would not be required. The proposed Project would not result in a significant impact on the physical environment due to the incremental increase in demand for fire protection and life safety services, and the potential increase in demand for services is not expected to adversely affect existing responses times to the site or within the City. As a non-residential development, the Project would not create additional demand for school services, nor would the Project be expected to create incremental demand on parks and public facilities such as libraries in the City. Therefore, construction and operation of the proposed Project would have a less-than-significant impact on police and fire protection. Impacts related to schools, parks or other public facilities would also be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 72)

3. Schools

Threshold: Would the proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?

Findings: Less than significant impact. (Draft EIR, p. IV.A-5, Initial Study, Appendix A to the Draft EIR, pp. 71-72)

Explanation: The Project site is located within the Milpitas Unified School District (MUSD), spanning an area of roughly 14 square miles, and consists of ten elementary schools, two middle schools, and two high schools. The District serves a student population of approximately 10,000 and employs over 500 individuals on a full-time basis to complete its mission as a PreK-12 grade school system. (Initial Study, Appendix A to the Draft EIR, p. 71)

Given that the proposed Project would not permanently increase the existing residential population in the City, the Project would not result in a long-term increase in the demand for public services or require construction of new governmental facilities. The purpose of the Project is to construct a new creative industrial building in an area zoned M2 for industrial use. Development of the Project would increase daytime and nighttime population on the Project site and incrementally increase demand for emergency police services to the Project site. However, the Police Department would continue to provide services to the Project site and construction of new or expanded police facilities would not be required. The City of Milpitas Fire Department would continue providing services to the Project site and construction of a new or expanded fire station would not be required. The proposed Project would not result in a significant impact on the physical environment due to the incremental increase in demand for fire protection and life safety services, and the potential increase in demand for services is not expected to adversely affect existing responses times to the site or within the City. As a non-residential development, the Project would not create additional demand for school services, nor would the Project be expected to create incremental demand on parks and public facilities such as libraries in the City. Therefore, construction and operation of the proposed Project would have a less-than-significant impact on police and fire protection. Impacts related to schools, parks or other public facilities would also be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 72)

4. Parks

Threshold: Would the proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?

Findings: Less than significant impact. (Draft EIR, p. IV.A-5, Initial Study, Appendix A to the Draft EIR, pp. 71-72)

Explanation: The City of Milpitas owns more than 200 acres of developed city parkland and recreation facilities. In addition, Ed Levin County Park is partially within the City boundary and provides 1,544 acres of regional parkland. The closest park to the project is Creighton Park, located approximately 0.5 miles east of the Project site. (Initial Study, Appendix A to the Draft EIR, p. 72)

Given that the proposed Project would not permanently increase the existing residential population in the City, the Project would not result in a long-term increase in the demand for public services or require construction of new governmental facilities. The purpose of the Project is to construct a new creative industrial building in an area zoned M2 for industrial use. Development of the Project would increase daytime and nighttime population on the Project site and incrementally increase demand for emergency police services to the Project site. However, the Police Department would continue to provide services to the Project site and construction of new or expanded police facilities would not be required. The City of Milpitas Fire Department would continue providing services to the Project site and construction of a new or expanded fire station would not be required. The proposed Project would not result in a significant impact on the physical environment due to the incremental increase in demand for fire protection and life safety services, and the potential increase in demand for services is not expected to adversely affect existing response times to the site or within the City. As a non-residential development, the Project would not create additional demand for school services, nor would the Project be expected to create incremental demand on parks and public facilities such as libraries in the City. Therefore, construction and operation of the proposed Project would have a less-than-significant impact on police and fire protection. Impacts related to schools, parks or other public facilities would also be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 72)

5. Other Public Facilities

Threshold: Would the proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

Findings: Less than significant impact. (Draft EIR, p. IV.A-5, Initial Study, Appendix A to the Draft EIR, pp. 71-72)

Explanation: Other public facilities (libraries). The Santa Clara County Library System consists of eight libraries and one bookmobile. The Santa Clara County libraries are governed by the Joint Powers Authority, which is comprised of one City Council member from each of the eight-member City jurisdictions and two members of the Santa Clara County Board of Supervisors. The closest library to the project is located approximately 1.3 miles northwest of the Project site at 160 North Main Street. (Initial Study, Appendix A to the Draft EIR, pp. 71-72)

Given that the proposed Project would not permanently increase the existing residential population in the City, the Project would not result in a long-term increase in the demand for public services or require construction of new governmental facilities. The purpose of the Project is to construct a new creative industrial building in an area zoned M2 for industrial use. Development

of the Project would increase daytime and nighttime population on the Project site and incrementally increase demand for emergency police services to the Project site. However, the Police Department would continue to provide services to the Project site and construction of new or expanded police facilities would not be required. The City of Milpitas Fire Department would continue providing services to the Project site and construction of a new or expanded fire station would not be required. The proposed Project would not result in a significant impact on the physical environment due to the incremental increase in demand for fire protection and life safety services, and the potential increase in demand for services is not expected to adversely affect existing responses times to the site or within the City. As a non-residential development, the Project would not create additional demand for school services, nor would the Project be expected to create incremental demand on parks and public facilities such as libraries in the City. Therefore, construction and operation of the proposed Project would have a less-than-significant impact on police and fire protection. Impacts related to schools, parks or other public facilities would also be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 72)

O. RECREATION

1. Existing Facilities

Threshold: Would the proposed Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Findings: No impact. (Draft EIR, p. IV.A-3, Initial Study, Appendix A to the Draft EIR, p. 73)

Explanation: The proposed Project would include the construction of a new creative industrial building, consisting of uses permitted by the City's code. As such, the proposed Project would not generate population growth that would result in an increase in the use existing neighborhood and regional parks or other recreational facilities. The proposed Project would not require the expansion of existing recreational facilities or construction of additional recreational facilities elsewhere. Therefore, no impacts to parks or recreational facilities would occur as a result of the proposed Project. (Initial Study, Appendix A to the Draft EIR, p. 72)

2. New Recreational Facilities

Threshold: Would the proposed Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Findings: No impact. (Draft EIR, p. IV.A-3, Initial Study, Appendix A to the Draft EIR, p. 73)

Explanation: The proposed Project would include the construction of a new creative industrial building, consisting of uses permitted by the City's code. As such, the proposed Project would not generate population growth that would result in an increase in the use existing neighborhood and regional parks or other recreational facilities. The proposed Project would not require the expansion of existing recreational facilities or construction of additional recreational facilities elsewhere. Therefore, no impacts to parks or recreational facilities would occur as a result of the proposed Project. (Initial Study, Appendix A to the Draft EIR, p. 72)

P. TRANSPORTATION

1. Program, Plan, Policy or Ordinance

Threshold: Would the proposed Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Findings: Less than significant impact. (Draft EIR, pp. IV.E-27-IV.E-28)

Explanation: The Project will not conflict with a program, plan, policy or ordinance addressing the circulation system, including transit, roadway, bicycle or pedestrian facilities. (Draft EIR, pp. IV.E-27)

The Project is expected to generate new peak hour and daily vehicle and truck trips, as shown in Table IV.E-4 (Draft EIR, p. IV.E-27), in the Project vicinity, primarily in the area bounded by I-680, I-880, Calaveras Boulevard, and Montague Expressway. Most trips, including truck trips, would travel to and from I-880 and I-680 to the north and south of the site, but some trips would use other arterials to travel to/from employee residences or delivery locations. Refer to the Local Transportation Analysis Report for more information on the traffic operations analysis related to Project traffic. (Draft EIR, p. IV.E-27)

The external vehicle trips generated by the Project would not cause conflicts with the relevant planning documents addressing the local and regional circulation system, including the City of Milpitas General Plan, the Valley Transportation Authority's planning documents, and the MTC Plan Bay Area 2040 (refer to the regulatory setting for an overview of these plans). (Draft EIR, p. IV.E-27)

The Project would generate demand for bus and BART trips, given that AC Transit bus route 217 serves the Project site on South Milpitas Boulevard and that the Milpitas BART station is located less than a mile (walking distance) to the south of the site. Employees who use BART may choose to walk or bike to the site or take the bus. There is a continuous sidewalk connection

and continuous bicycle lanes between the Milpitas BART station and the Project site. Bus stops are located on South Milpitas Boulevard at Ames Avenue (north of the intersection in the northbound direction, and south of Ames Avenue in the southbound direction). Thus, there is good pedestrian, bicycle and transit infrastructure and service in place to serve trips by these modes to and from the Project site. (Draft EIR, pp. IV.E-27-IV.E-28)

The Project does not propose any off-site infrastructure changes which would cause conflicts with programs, plans, policies, or ordinances addressing off-site transit, roadway, bicycle, or pedestrian facilities. (Draft EIR, p. IV.E-28)

Based on this assessment, this impact is less than significant and no mitigation is required. (Draft EIR, p. IV.E-28)

2. Consistency with CEQA Guidelines Section 15064.3, subdivision (b)

Threshold: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Findings: Less than significant impact. (Draft EIR, pp. IV.E-29-IV.E-30)

Explanation: The Project's impact on Total Boundary VMT is considered less than significant and no mitigation measures are required. (Draft EIR, p. IV.E-30)

Metric 2: Total Boundary VMT (Existing Plus Project)

This metric measures the total VMT for all trip types within the region expected to be affected by the Project trips. For this analysis, the three-county region of Santa Clara County, Alameda County, and San Mateo County was selected as likely to capture the effect of most to all Project trips. The total VMT per service population (employees and residents) is calculated. Table IV.E-8 (Draft EIR, p. IV.E-30) shows this metric for the City of Milpitas, for information, as well as for the three-county region, for the Existing and Existing Plus Project cases. (Draft EIR, pp. IV.E-29-IV.E-30)

While the Project does increase Total Boundary VMT within the three-county region, the effect is considered to be within the travel demand model margin of error (0.0008%), and the Boundary VMT per service population is unchanged when calculated to two decimal places. Therefore, the Project's impact on Total Boundary VMT is considered less than significant and no mitigation measures are required. (Draft EIR, p. IV.E-30)

3. Geometric Design Features or Incompatible Uses

Threshold: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Findings: Less than significant impact. (Draft EIR, p. IV.E-32)

Explanation: The Project proposes to construct or re-construct five driveways, two on South Milpitas Boulevard and three on Gibraltar Drive (refer to the Project Description section in this chapter). The driveway widths range from 30 feet to 50 feet. The site plan set includes turning diagrams indicating that the three driveways which will serve larger trucks – the northern two driveways on Gibraltar Drive and the driveway opposite Ames Avenue on South Milpitas Boulevard – will accommodate trucks adequately. No traffic control changes or on-street striping changes are proposed at the site driveways. The peak hour traffic operations analysis conducted for the 1000 Gibraltar Industrial Project Local Transportation Analysis indicates that the five site driveways will operate at LOS C or better during the weekday AM and PM peak commute hours. (Draft EIR, p. IV.E-32)

Because the Project will be subject to the City of Milpitas permitting process, which includes design review, there is no reason to expect that the site driveway designs will not conform to City requirements. (Draft EIR, p. IV.E-32)

Based on this assessment, the Project would have a less-than-significant impact with respect to hazards due to a design feature or incompatible uses. No mitigation measures are required. (Draft EIR, p. IV.E-32)

4. Emergency Access

Threshold: Would the Project result in inadequate emergency access?

Findings: Less than significant impact. (Draft EIR, p. IV.E-32)

Explanation: As described under Impact TRANS-3 directly above, the Project driveways are projected to operate at LOS C or better during weekday commute peak hours. The Project does not propose any off-site roadway network changes and therefore would not adversely affect emergency vehicle circulation on surrounding roadways. With two driveways on South Milpitas Boulevard and three on Gibraltar Drive, emergency vehicle access to all sides of the Project building would be accommodated. Based on this assessment, the Project design would not impede emergency vehicle circulation along the Project frontages or access to and from the Project's on-site buildings; and therefore, the Project would have a less-than-significant impact on emergency access. No mitigation measures are required. (Draft EIR, p. IV.E-32)

Q. UTILITIES AND SERVICE SYSTEMS

1. Utilities Infrastructure

Threshold: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Findings: Less than significant impact. (Draft EIR, p. IV.A-6, Initial Study, Appendix A to the Draft EIR, pp. 79-82)

Explanation: The proposed Project is consistent with the site's zoning would not substantially increase demand for water compared to the previous on-site uses and would therefore not exceed the capacity of existing water treatment facilities. The proposed Project would not require the construction of new water treatment facilities, or the expansion of existing facilities, other than those already planned as part of the City's Water Master Plan. The proposed Project would include connections to the existing electrical and gas infrastructure in the vicinity of the Project site, and would not require any new infrastructure, aside from project-specific tie-ins and lines to serve the proposed Project. Therefore, because the proposed Project would connect to existing utility services within or adjacent to the Project site, the relocation or reconstruction of new or expanded water, wastewater treatment or stormwater drainage, electric power, or telecommunications facilities would not be required; thus, this impact would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 81)

2. Sufficient Water Supplies

Threshold: Would sufficient water supplies be available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Findings: Less than significant impact. (Draft EIR, p. IV.A-6, Initial Study, Appendix A to the Draft EIR, pp. 79-82)

Explanation: The City of Milpitas provides water to the Project site. The Project site is within the SFPUC wholesale distribution area. The SFPUC supply is predominantly snowmelt from the Sierra Nevada, delivered through the Hetch Hetchy aqueducts, but also includes treated water produced by SFPUC from its local watersheds and facilities in Alameda County. Historically, the SFPUC has met demand in its service areas during all year types from its watersheds. The proposed Project is also consistent with the site's zoning. The City would have sufficient water supply to support the proposed Project and implementation of the project would not require new or expanded entitlements for water supplies; and, therefore, the impacts related to water supply would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 81)

3. Wastewater Treatment Capacity

Threshold: Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Findings: Less than significant impact. (Draft EIR, p. IV.A-6, Initial Study, Appendix A to the Draft EIR, pp. 79-82)

Explanation: The City of Milpitas owns and operates its municipal wastewater collection system containing of 179 miles of gravity pipe and 5 miles of force main. The system also includes two pump stations: the Venus Station which lifts wastewater from the low-lying Pines neighborhood and the Main Sewer Pump Station which pumps all City sewage through dual 2.5-mile force mains to the San Jose/Santa Clara Pollution Control Plant (WPCP) located in San Jose at 700 Los Esteros Road for treatment. The WPCP treats an average of 110 million gallons of wastewater per day (mgd), about 65 percent of its 167 mgd capacity, which includes service to the Project site. The proposed Project would generate domestic wastewater, treated by the WPCP. The project is consistent with the site's zoning and City has sufficient capacity to serve the proposed Project. The City requires the applicant to complete sewer system modeling to demonstrate adequate conveyance capacity based on the current discharge allocation, and this would need to be completed prior to project approval. Therefore, wastewater generated from the proposed Project would not cause the WPCP to violate any wastewater treatment requirements and this impact would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 81-82)

4. Landfill Capacity

Threshold: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Findings: Less than significant impact. (Draft EIR, p. IV.A-6, Initial Study, Appendix A to the Draft EIR, pp. 79-82)

Explanation: Solid waste and recycling pickup and disposal in the City of Milpitas is provided by Republic Services. The solid waste is disposed of at the Newby Island Landfill and recycling facility which is located approximately 3.2 miles northwest of the Project site on Dixon Landing Road. The facility recycled materials, operates a construction and demolition material processing facility, and a landfill that accepts industrial wastes, grit, screenings, wastewater treatment sludge, contaminated soils, clean soils, and municipal solid waste. The Newby Island Landfill has a capacity of 57.5 million cubic yards and a remaining capacity of 21.2 million cubic yards, and can accept 4,000 tons per day. The Newby Island Landfill has adequate capacity to

serve the proposed Project. Solid waste generated during the demolition, construction, and operational phase of the project would be recycled to maximum extent feasible. As such, the project would be served by a landfill with sufficient capacity to accommodate the project's waste disposal needs, and impacts associated with the disposition of solid waste would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 82)

5. Solid Waste

Threshold: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Findings: Less than significant. (Draft EIR, p. IV.A-6, Initial Study, Appendix A to the Draft EIR, pp. 79-82)

Explanation: Solid waste generated during the demolition, construction, and operational phase of the project would be properly disposed of or recycled in a nearby landfill or approved disposal facility with capacity to receive the waste. Any materials used during demolition and construction would be properly disposed of in accordance with federal, state, and local regulations. Impacts related to solid waste facilities, statutes, and regulations would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 82)

R. WILDFIRES

1. Emergency Plan

Threshold: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

Findings: Less than significant impact. (Draft EIR, p. IV.A-6, Initial Study, Appendix A to the Draft EIR, pp. 83-84)

Explanation: The Project site is flat, outside the Wildland Urban Interface, and is not considered a High Severity Zone for wildfire. The City of Milpitas Fire Department (Fire Department) Office of Emergency Services coordinates the City's preparedness efforts to mitigate, plan for, respond to, and recover from natural and technological disasters. In addition, the County of Santa Clara Office of Emergency Services coordinates county-wide emergency response efforts including the preparation and implementation of the County of Santa Clara Emergency Operations Plan (EOP). However, the EOP does not address specific responses, scenarios, hazards, or threats, within Milpitas. In addition, the EOP does not indicate the emergency evacuation routes within Santa Clara County. Therefore, the proposed Project would not impair the implementation of, or physically interfere with, an adopted emergency response plan and would thus have a less-than-

significant impact on implementation of an adopted emergency response plan or emergency evacuation plan. (Initial Study, Appendix A to the Draft EIR, pp. 83-84)

2. Expose Occupants to Pollutant Concentrations

Threshold: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Findings: Less than significant impact. (Draft EIR, p. IV.A-6, Initial Study, Appendix A to the Draft EIR, pp. 83-84)

Explanation: The Project site is flat and is bound by existing development on all sides. The Project site is outside the Wildland Urban Interface and is not considered a High Severity Zone for wildfire. Therefore, the proposed Project would not exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; thus, this impact would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 84)

3. Installation or Maintenance of Associated Infrastructure

Threshold: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project require installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Findings: Less than significant impact. (Draft EIR, p. IV.A-6, Initial Study, Appendix A to the Draft EIR, pp. 84-85)

Explanation: The proposed Project is flat and is not located within an SRA for fire service and is not within a very high fire hazard severity zone. Therefore, the proposed Project would not require the installation or maintenance of associated infrastructure; thus, this impact would be less than significant. (Initial Study, Appendix A to the Draft EIR, p. 84)

4. Expose People or Structures to Significant Risks

Threshold: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope

instability, or drainage changes?

Findings: Less than significant impact. (Draft EIR, p. IV.A-6, Initial Study, Appendix A to the Draft EIR, pp. 84-85)

Explanation: The Project site is flat and is not located within an SRA for fire service or a very high fire hazard severity zone. Therefore, the proposed Project would not expose people or structures to significant risks as a result of post-fire slope instability or drainage and runoff changes. (Initial Study, Appendix A to the Draft EIR, p. 84)

SECTION 3. FINDINGS REGARDING ENVIRONMENTAL IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The Planning Commission hereby finds that feasible mitigation measures have been identified in the EIR and this Resolution that will avoid or substantially lessen the following potentially significant environmental impacts to a less than significant level. The potentially significant impacts, and the mitigation measures that will reduce them to a less than significant level, are as follows:

A. AESTHETICS

1. Light and Glare

Threshold: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Findings: Less than significant impact with mitigation incorporated (Draft EIR, pp. IV.A-6-IV.A-7). Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1))

Explanation: The Project site is located in a heavily urbanized area with a variety of existing light sources including street lights, interior and exterior building lighting, and light associated with traffic on nearby roadways. Development of the proposed Project would incrementally increase the amount of nighttime lighting in the surrounding area due to new interior and exterior lighting at the creative industrial building, safety lighting in the parking lot, and lighting associated with additional vehicular traffic to and from the Project site. The City's Zoning Ordinance includes the following policies related to outdoor lighting that would be applicable to the proposed Project:

- **Section XI-10-54.17 – Lighting Exterior.** Lighting shall be shielded or recessed so that direct glare and reflections are contained within the boundaries of the parcel, and

shall be directed downward and away from adjoining properties and public rights-of-way. Fixtures shall be appropriate in terms of height, style, design, scale and wattage to the use of the property. Fixtures shall be spaced appropriately to maximize pedestrian safety.

To ensure that the proposed Project complies with City requirements and that the proposed Project's final design avoids all excess light and glare, implementation of Mitigation Measure AES-1, below, would be required to ensure that potentially significant light and glare impacts are reduced to less-than-significant levels. (Draft EIR, pp. IV.A-6-IV.A-7)

- ***Mitigation Measure AES-1:*** *Outdoor lighting shall be designed to minimize glare and spillover to surrounding properties. The project design and building materials shall incorporate non-mirrored glass to minimize daylight glare. All lighting elements shall comply with Subsections XI-10-54.17 of the City's Zoning Ordinance and the proposed lighting plan shall be reviewed and approved by the City's Planning Department prior to issuance of a building permit.*

B. AIR QUALITY

1. Sensitive Receptors

Threshold: Would the Project expose sensitive receptors to substantial pollutant concentrations?

Findings: Less than significant impact with mitigation incorporated for fugitive dust emissions (Draft EIR, pp. IV.B-25-IV.B-29). Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1))

Explanation: The Project could potentially expose sensitive receptors to substantial pollutant concentrations. Implementation of Mitigation Measure AIR-3 would reduce potentially significant impacts of fugitive dust emissions during Project construction to a less-than-significant level. (Draft EIR, pp. IV.B-25-IV.B-29)

Fugitive Dust Emission

Project demolition, site preparation, grading, and material hauling activities during construction could generate fugitive dust PM₁₀ and PM_{2.5} emissions that could adversely affect local air quality. The BAAQMD does not have a quantitative threshold of significance for fugitive dust PM₁₀ and PM_{2.5} emissions; however, the BAAQMD considers implementation of best management practices to control dust during construction sufficient to reduce potential impacts to a less-than-significant level. More specifically, the BAAQMD recommends that all construction

projects implement the Basic Construction Mitigation Measures from the BAAQMD's CEQA Air Quality Guidelines to reduce emissions of fugitive dust (regardless of the estimated emissions). The BAAQMD's Basic Construction Mitigation Measures for controlling dust are summarized under Mitigation Measure AIR-3, below. (Draft EIR, pp. IV.B-25-IV.B-26)

- ***Mitigation Measure AIR-3: Fugitive Dust Control during Project Construction***

During Project construction, the contractor shall implement a dust control program that includes the following measures recommended by the Bay Area Air Quality Management District (BAAQMD):

- *All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.*
- *All haul trucks transporting soil, sand, or other loose material off-site shall be covered.*
- *All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.*
- *All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.*
- *All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.*
- *A publicly visible sign shall be posted with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD phone number shall also be visible to ensure compliance with applicable regulations.*

The above measures shall be included in contract specifications. In addition, an independent construction monitor shall conduct periodic site inspections, but in no event less than four total inspections, during the course of construction to ensure these mitigation measures are implemented and shall issue a letter report to the City of Milpitas Building Division documenting the inspection results. Reports indicating non-compliance with construction mitigation measures shall be cause to issue a stop work order until such time as compliance is achieved. (Draft EIR, pp. IV..B-26)

Implementation of Mitigation Measure AIR-3 would reduce potentially significant impacts of fugitive dust emissions during Project construction to a less-than-significant level. (Draft EIR, pp. IV..B-26)

C. BIOLOGICAL RESOURCES

1. Native Wildlife or Migratory Wildlife

Threshold: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Findings: Less than significant with mitigation incorporated (Draft EIR, pp. IV.A-7-IV.A-8). Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1))

Explanation: The Project is located within a developed, landscaped area that supports wildlife species typically associated with urban and suburban areas. Because the Project site is within a developed urban area, there are no major wildlife movement corridors that pass through or are adjacent to the site. Existing trees are located throughout and around the Project site. Trees and other landscape vegetation generally have the potential to support nests of common native bird species. All native birds, regardless of their regulatory status, are protected under the federal Migratory Bird Treaty Act and California Fish and Wildlife Code. The proposed Project would result in the removal of approximately 88 protected trees. If conducted during the breeding season (February through August), vegetation removal and construction activities could directly impact nesting birds by removing trees or vegetation that support active nests. Implementation of the following mitigation measure would reduce potential impacts to nesting birds to a less-than-significant level. (Draft EIR, pp. IV.A-7-IV.A-8)

- **Mitigation Measure BIO-1 Nesting Birds and Roosting Bats:** *If feasible, all vegetation removal shall be conducted during the non-breeding season (i.e., September 1 to January 31) to avoid direct impacts to nesting birds. If such work is scheduled during the breeding season, a qualified biologist or ornithologist shall conduct a pre-construction survey to determine if any birds are nesting within the Project site. The pre-construction survey shall be conducted within 15 days prior to the start of work from March through May (since there is a higher potential for birds to initiate nesting during this period), and within 30 days prior to the start of work from June through July. If active nests are found during the survey, the biologist or ornithologist shall determine an appropriately sized buffer around the nest in which no work shall be allowed until the young have successfully fledged. The size of the buffer shall be determined by the biologist or ornithologist in consultation with the California Department of Fish and Wildlife, and would be based on the nesting species, its sensitivity to disturbance, and the expected types of disturbance.*

In order to avoid impacts to roosting bats, a pre-construction habitat assessment and survey(s) for bat roosts shall be conducted in any large trees (dbh >24 inches) within

100 feet of any planned work areas and in any buildings planned for demolition. This effort shall occur prior to the start of work to evaluate whether potential roost habitat occurs and to determine the type (i.e., maternity or non-maternity) and status (i.e., active or inactive) of the roost. If an active maternity or special-status bat roost is found, removal of maternity roost trees or building shall be avoided during the maternity roosting season or until a qualified biologist determines the roost has been vacated. Felled trees without maternity or special-status roosts shall be allowed to lay on the ground for one night to allow any undetected roosting bats to leave the tree before it is chipped or taken offsite.

D. CULTURAL RESOURCES

1. Archaeological Resources

Threshold: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Findings: Less than significant with mitigation incorporated (Draft EIR, pp. IV.A-8-IV.A-9). Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1))

Explanation: Through background research, including a records search of the Northwest Information Center (NWIC) and review of historic maps and aerial photography, and a desktop archaeological sensitivity analysis, no archaeological resources have been identified in the Project area. As such, no known archaeological resources that may qualify as historical resources, as defined in CEQA Guidelines § 15064.5, or unique archaeological resources, as defined in PRC § 21083.2(g), are present in the Project area. Therefore, the proposed Project would not affect any archaeological resource, pursuant to CEQA Guidelines § 15064.5. (Draft EIR, pp. IV.A-8)

The desktop archaeological sensitivity analysis concluded that the Project area has a moderate sensitivity for the presence of buried pre-contact archaeological resources. Because the proposed Project would involve ground-disturbing activities that may extend into undisturbed soil, it is possible that such actions could unearth, expose, or disturb subsurface archaeological resources that have not been previously identified. If such archaeological deposits are present in the Project area and were found to qualify as archaeological resources pursuant to CEQA Guidelines § 15064, impacts of the proposed Project on archaeological resources could be potentially significant. Such potentially significant impacts would be reduced to less-than-significant levels with implementation of Mitigation Measure CULT-1. (Draft EIR, pp. IV.A-8)

- ***Mitigation Measure CULT-1 Unanticipated Discovery Protocol for Archaeological Resources:*** *If indigenous or historic-era archaeological resources are encountered*

during proposed Project development or operation, all activity within 100 feet of the find shall cease and the find shall be flagged for avoidance. The City and a qualified archaeologist, defined as one meeting the U.S. Secretary of the Interior's Professional Qualifications Standards for Archeology, shall be immediately informed of the discovery. The qualified archaeologist shall inspect the find within 24 hours of discovery and notify the City of their initial assessment. If the resource is indigenous, the City shall also contact relevant California Native American Tribes to assist in determining if the resource may qualify as a tribal cultural resource.

If the City determines, based on recommendations from the qualified archaeologist and, if the resource is indigenous, relevant California Native American Tribes, that the resource may qualify as a historical resource or unique archaeological resource (as defined in CEQA Guidelines § 15064.5), or a tribal cultural resource (as defined in Public Resources Code § 21074), the resource shall be avoided if feasible. Avoidance means that no activities associated with the proposed Project that may affect cultural resources shall occur within the boundaries of the resource or any defined buffer zones. If avoidance is not feasible, the City shall consult with appropriate Native American tribes (if the resource is indigenous), and other appropriate interested parties to determine treatment measures to avoid, minimize, or mitigate any potential impacts to the resource pursuant to Public Resources Code § 21083.2 and CEQA Guidelines § 15126.4. This shall include documentation of the resource and may include data recovery or other measures. 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 the portion(s) of the significant resource. The resource and treatment method shall be documented in a professional-level technical report to be filed with the California Historical Resources Information System. Work in the area may commence upon completion of approved treatment and under the direction of the qualified archaeologist. (Draft EIR, pp. IV.A-9)

2. Human Remains

Threshold: Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?

Findings: Less than significant with mitigation incorporated (Draft EIR, pp. IV.A-9-IV.A-10). Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1))

Explanation: No human remains have been identified in the Project area through background research. Also, the land use designations for the Project area do not include cemetery

uses, and no known human remains exist within the Project area. Therefore, the proposed Project is not anticipated to disturb any human remains.(Draft EIR, pp. IV.A-9)

However, because the proposed Project would involve ground-disturbing activities, it is possible that such actions could unearth, expose, or disturb previously unknown human remains. If human remains were discovered during proposed Project construction activities, impacts on the human remains resulting from the proposed Project would be significant if those remains were disturbed or damaged. Such potentially significant impacts would be reduced to a less-than-significant level with implementation of Mitigation Measure CULT-2. (Draft EIR, pp. IV.A-8)

- ***Mitigation Measure CULT-2 Unanticipated Discovery Protocol for Human Remains:*** *If human remains are uncovered during proposed Project construction, all work shall immediately halt within 100 feet of the find and the Santa Clara County Coroner shall be contacted to evaluate the remains and follow the procedures and protocols set forth in CEQA Guidelines § 15064.5(e)(1). If the Santa Clara County Coroner determines that the remains are Native American, the City shall contact the Native American Heritage Commission, in accordance with Health and Safety Code § 7050.5(c) and Public Resources Code § 5097.98. As required by PRC § 5097.98, the City shall ensure that further development activity avoids damage or disturbance in the immediate vicinity of the Native American human remains, according to generally accepted cultural or archaeological standards or practices, until the City has conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.*

E. GEOLOGY AND SOILS

1. Unique Paleontological Resources and Geological Features

Threshold: Would the Project Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Findings: Less than significant with mitigation incorporated (Draft EIR, pp. IV.A-10-IV.A-11). Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1))

Explanation: Paleontological resources include fossilized remains or traces of organisms including plants, vertebrates (animals with backbones), invertebrates (e.g., starfish, clams, ammonites, and marine coral), and microscopic plants and animals (microfossils), including their imprints, from a previous geological period. Collecting localities and the geologic formations containing those localities are also considered paleontological resources as they represent a limited, non-renewable resource and once destroyed, cannot be replaced. The Society of Vertebrate

Paleontology (SVP) has established guidelines for the identification, assessment, and mitigation of adverse impacts on non-renewable paleontological resources. The SVP has helped define the value of paleontological resources and, in particular, states that significant paleontological resources are fossils and fossiliferous deposits consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are considered to be older than recorded human history and/or older than middle Holocene (i.e., older than about 5,000 years). (Draft EIR, p. IV.A-10)

The potential to disturb paleontological resources during Project construction depends on the types of geologic units (and their fossil-bearing characteristics) that would be encountered. Disturbing artificial fill materials (which have been identified as the uppermost materials covering the site) during project construction would not impact paleontological resources because, due to the disturbed nature of artificial fill, intact fossils are not generally found or well-preserved in these materials. (Draft EIR, p. IV.A-10)

The native geologic formations on the Project site have been mapped as Pleistocene and Holocene-aged alluvial deposits. The results of a search of paleontological localities in the fossil collections database maintained by the University of California Museum of Paleontology identified 5 localities (including 2 invertebrate, 1 microfossil, and 2 unidentified types of localities) in Holocene geologic formations and 14 localities (including 12 vertebrate and 2 invertebrate localities) in Pleistocene geologic formations within Santa Clara County, including a bison fossil found in Milpitas. The Project would involve subsurface construction activities which would extend below fill material and into native geologic formations. Therefore, it is possible that paleontological resources could be encountered during ground-disturbing construction activities. (Draft EIR, pp. IV.A-10-IV.A-11)

Significant impacts to paleontological resources could occur during excavation into native geologic formations below existing fill material, where fossils may be buried and physical destruction of fossils could occur. Implementation of Mitigation Measure GEO-1 would reduce this impact to a less-than-significant level. (Draft EIR, p. IV.A-11)

- ***Mitigation Measure GEO-1:*** *The applicant shall inform its contractor(s) of the sensitivity of the project area for paleontological resources and shall include the following directive in the appropriate contract documents. The City shall verify that the following directive is included in the appropriate contract documents:*

“The subsurface of the construction site may be sensitive for paleontological resources. The contractor shall provide information to construction crews on how to recognize paleontological resources. If paleontological resources are encountered during project subsurface construction, all ground disturbing

activities within 25 feet of the find shall be redirected and the City and a qualified paleontologist contacted to paleontological resources. Project personnel shall not collect or move any paleontological materials. Paleontological resources include fossil plants and animals, and such trace fossil evidence of past life as animal tracks.”

The City and a qualified paleontologist shall make recommendations for the treatment of the discovery. If found to be significant, and project activities cannot avoid the paleontological resources, adverse effects to paleontological resources shall be mitigated. Mitigation may include monitoring, recording the fossil locality, data recovery and analysis, preparation of a technical report, and providing the fossil material and technical report to a paleontological repository, such as the University of California Museum of Paleontology. Public educational outreach may also be appropriate. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City for review.

F. HAZARDS AND HAZARDOUS MATERIALS

1. Reasonably Foreseeable Upset and Accident Conditions

Threshold: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Findings: Less than significant with mitigation incorporated (Draft EIR, pp. IV.A-12-IV.A-13). Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1))

Explanation: There are two main ways that the public and/or the environment could be affected by the release of hazardous materials from the Project site, including: (1) exposing workers and/or the public to potentially contaminated soil and groundwater during construction and/or operation of the Project; or (2) exposing workers and/or the public to hazardous building materials (e.g., lead paint, asbestos) during demolition of existing structures. (Draft EIR, p. IV.A-12)

The Phase I Environmental Site Assessment (Phase I ESA) prepared for the Project site revealed no evidence of recognized environmental conditions (RECs) in connection with the Project site; however, the following business environmental risks were identified: elevated arsenic concentrations in soils at the Project site and Asbestos-Containing Material (ACM). (Draft EIR, p. IV.A-12)

A grassy mound located at the southern end of the Project site along Gibraltar Drive consists of excess soil generated during seismic retrofit activities at the Project site in 1999. The Phase I ESA found the soil to contain elevated concentrations of arsenic; but noted that due to historic agricultural activities, most surrounding soils in the project area do as well. Reportedly the arsenic concentrations were considered similar to background levels and regulatory authorities informed that the soils could remain on-site. No further investigation appears warranted at this time. However, future site development/excavations that require removal of these soils would likely require a soil management plan and special disposal of said soils. (Draft EIR, p. IV.A-12)

Based on the age of the Project site, the Phase I ESA noted that the friable acoustical ceiling tiles may contain asbestos. In addition, the non-friable resilient floor finish assemblies, wallboard assemblies, acoustical ceiling tiles, built-up roofing materials, caulking, and mastics may contain asbestos. The Phase I ESA describes asbestos survey reports from 2014 for Building 1, Building 2, and Building 3 on the Project site. A total of 59 bulk samples were collected from the interior and exterior areas of Building 1; fibrous backing associated with beige resilient sheet flooring was identified as ACM. A total of 83 bulk samples were collected from the interior and exterior areas of Building 2; black flooring mastic under carpet in the 2nd floor, black mastic under 12" by 12" light beige with tan streaks vinyl floor tile in the 1st floor mail room and 2nd floor data center, black pedestal mastic in the 2nd floor data center, and yellow/black mastic under 12" by 12" blue with white dots vinyl floor tile in the 1st floor south hallway closet on the east side of the building and on the 2nd floor were identified as ACM. A total of 74 bulk samples were collected from the interior and exterior areas of Building 3; no materials were identified as ACM in the survey of Building 3. The Phase I ESA notes that additional ACM identified at the Project site includes asbestos cement piping located underground between Buildings 1 and 2. Nevertheless, since these materials were observed to be in good condition, no further action was recommended at this time other than maintaining same in good condition under an Asbestos Operations and Maintenance (O&M) Program. All activities involving ACM should be conducted in accordance with governmental regulations. (Draft EIR, pp. IV.A-12-IV.A-13)

The hazardous materials that remain on-site are water treatment chemicals associated with the cooling towers and chilled water system (as needed for the HVAC equipment) and batteries associated with an Uninterruptable Power Supply (UPS) system located at Building 4 (909 South Milpitas Boulevard), as well as for a UPS system located at Building 2 (1051 South Milpitas Boulevard). The Phase I ESA notes that based on an inspection performed on January 6, 2015, the only hazardous materials remaining at the Project site were stored in the secondary containment bunker to the south of Building 4. These materials were observed to be in good condition and were scheduled for removal from the site by the end of January 2015 and piping associated with former emergency generator systems were scheduled to be removed from the former generator enclosures at the Project site by mid-January 2015. (Draft EIR, p. IV.A-13)

Implementation of Mitigation Measure HAZ-1, below, is required to ensure that potentially significant impacts are reduced to less-than-significant levels. (Draft EIR, p. IV.A-13)

- ***Mitigation Measure HAZ-1: A Soil Management Plan (SMP) shall be prepared by a qualified environmental professional to outline soil management protocols that would be implemented during Project construction to ensure that construction workers, the public, future site occupants, and the environment would not be exposed to hazardous materials (e.g., arsenic) that may be present in soil at the Project site. The SMP shall be submitted to the City for review and approval prior to issuance of demolition or grading permits. The SMP shall include, but not be limited to the following:***
 - *Procedures for soil management including identification and testing of contaminants, soil stockpiling procedures, soil reuse guidelines, and soil disposal methods.*
 - *Requirements for notification to the City and any applicable regulatory agency(ies) of previously unknown hazardous materials found in soil during development.*
 - *Guidelines for controlling dust during excavation and grading.*

All recommendations included in the SMP shall be implemented during the demolition, grading, and construction phase of the Project. Prior to the City's approval of building occupancy, the applicant shall provide the City with a report prepared by a qualified environmental professional documenting that soils on the Project site were managed in accordance with the SMP during demolition, grading, and construction, and that appropriate safeguards (e.g., capping of remaining arsenic impacted soil with clean fill or hardscape materials) have been incorporated into the project design, as necessary, to ensure that the public, future site occupants, and the environment would not be exposed to unacceptable health risks from residual hazardous materials in the subsurface of the Project site.

G. TRIBAL CULTURAL RESOURCES

1. Tribal Cultural Resources (i)

Threshold: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Findings: Less than significant with mitigation incorporated (Draft EIR, pp. IV.A-14-IV.A-15). Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1))

Explanation: Background research, including a NWIC records search, conducted for the proposed Project identified no tribal cultural resources, as defined in PRC § 21074, in the Project site. Also, the above-mentioned work did not identify any tribal cultural resources (outside the Project site) that might be impacted by the proposed Project. Therefore, the proposed Project is not anticipated to impact any tribal cultural resources. (Draft EIR, pp. IV.A-14)

Although the proposed Project is not anticipated to impact any tribal cultural resources, there remains the possibility that previously unrecorded archaeological deposits, including human remains, are present in the Project area. If such deposits are present and were found to qualify as tribal cultural resources, as defined in PRC § 21074, any impacts of the proposed Project on the resource would be potentially significant. Such potentially significant impacts would be reduced to less-than-significant with implementation of Mitigation Measures CULT-1 and CULT-2. (Draft EIR, pp. IV.A-14-IV.A-15)

- ***Mitigation Measure CULT-1 Unanticipated Discovery Protocol for Archaeological Resources:*** *If indigenous or historic-era archaeological resources are encountered during proposed Project development or operation, all activity within 100 feet of the find shall cease and the find shall be flagged for avoidance. The City and a qualified archaeologist, defined as one meeting the U.S. Secretary of the Interior's Professional Qualifications Standards for Archeology, shall be immediately informed of the discovery. The qualified archaeologist shall inspect the find within 24 hours of discovery and notify the City of their initial assessment. If the resource is indigenous, the City shall also contact relevant California Native American Tribes to assist in determining if the resource may qualify as a tribal cultural resource.*

If the City determines, based on recommendations from the qualified archaeologist and, if the resource is indigenous, relevant California Native American Tribes, that the resource may qualify as a historical resource or unique archaeological resource (as defined in CEQA Guidelines § 15064.5), or a tribal cultural resource (as defined in Public Resources Code § 21074), the resource shall be avoided if feasible. Avoidance means that no activities associated with the proposed Project that may affect cultural resources shall occur within the boundaries of the resource or any defined buffer zones. If avoidance is not feasible, the City shall consult with appropriate Native American tribes (if the resource is indigenous), and other appropriate interested parties to determine treatment measures to avoid, minimize, or mitigate any potential impacts to

the resource pursuant to Public Resources Code § 21083.2 and CEQA Guidelines § 15126.4. This shall include documentation of the resource and may include data recovery or other measures. 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 the portion(s) of the significant resource. The resource and treatment method shall be documented in a professional-level technical report to be filed with the California Historical Resources Information System. Work in the area may commence upon completion of approved treatment and under the direction of the qualified archaeologist.

- **Mitigation Measure CULT-2 Unanticipated Discovery Protocol for Human Remains:** *If human remains are uncovered during proposed Project construction, all work shall immediately halt within 100 feet of the find and the Santa Clara County Coroner shall be contacted to evaluate the remains and follow the procedures and protocols set forth in CEQA Guidelines § 15064.5(e)(1). If the county coroner determines that the remains are Native American, the City shall contact the Native American Heritage Commission, in accordance with Health and Safety Code § 7050.5(c) and Public Resources Code § 5097.98. As required by Public Resources Code § 5097.98, the City shall ensure that further development activity avoids damage or disturbance in the immediate vicinity of the Native American human remains, according to generally accepted cultural or archaeological standards or practices, until the City has conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.*

2. Tribal Cultural Resources (ii)

Threshold: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Findings: Less than significant with mitigation incorporated (Draft EIR, pp. IV.A-15-IV.A-17). Changes or alterations have been required in, or incorporated into, the Project which

avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1))

Explanation: Background research, including a NWIC records search, conducted for the proposed Project identified no tribal cultural resources, as defined in PRC § 21074, in the Project site. Also, the above-mentioned work did not identify any tribal cultural resources (outside the Project site) that might be impacted by the proposed Project. Therefore, the proposed Project is not anticipated to impact any tribal cultural resources. (Draft EIR, p. IV.A-15)

Although the proposed Project is not anticipated to impact any tribal cultural resources, there remains the possibility that previously unrecorded archaeological deposits, including human remains, are present in the Project area. If such deposits are present and were found to qualify as tribal cultural resources, as defined in PRC § 21074, any impacts of the proposed Project on the resource would be potentially significant. Such potentially significant impacts would be reduced to less-than-significant with implementation of Mitigation Measures CULT-1 and CULT-2. (Draft EIR, pp. IV.A-15-IV.A-17)

- ***Mitigation Measure CULT-1 Unanticipated Discovery Protocol for Archaeological Resources:*** *If indigenous or historic-era archaeological resources are encountered during proposed Project development or operation, all activity within 100 feet of the find shall cease and the find shall be flagged for avoidance. The City and a qualified archaeologist, defined as one meeting the U.S. Secretary of the Interior's Professional Qualifications Standards for Archeology, shall be immediately informed of the discovery. The qualified archaeologist shall inspect the find within 24 hours of discovery and notify the City of their initial assessment. If the resource is indigenous, the City shall also contact relevant California Native American Tribes to assist in determining if the resource may qualify as a tribal cultural resource.*

If the City determines, based on recommendations from the qualified archaeologist and, if the resource is indigenous, relevant California Native American Tribes, that the resource may qualify as a historical resource or unique archaeological resource (as defined in CEQA Guidelines § 15064.5), or a tribal cultural resource (as defined in Public Resources Code § 21074), the resource shall be avoided if feasible. Avoidance means that no activities associated with the proposed Project that may affect cultural resources shall occur within the boundaries of the resource or any defined buffer zones. If avoidance is not feasible, the City shall consult with appropriate Native American tribes (if the resource is indigenous), and other appropriate interested parties to determine treatment measures to avoid, minimize, or mitigate any potential impacts to the resource pursuant to Public Resources Code § 21083.2 and CEQA Guidelines § 15126.4. This shall include documentation of the resource and may include data recovery or other measures. 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 the portion(s) of the significant resource. The resource and treatment method shall be documented in a professional-level technical report to be filed with the California Historical Resources Information System. Work in the area may commence upon completion of approved treatment and under the direction of the qualified archaeologist.

- **Mitigation Measure CULT-2 Unanticipated Discovery Protocol for Human Remains:** *If human remains are uncovered during proposed Project construction, all work shall immediately halt within 100 feet of the find and the Santa Clara County Coroner shall be contacted to evaluate the remains and follow the procedures and protocols set forth in CEQA Guidelines § 15064.5(e)(1). If the county coroner determines that the remains are Native American, the City shall contact the Native American Heritage Commission, in accordance with Health and Safety Code § 7050.5(c) and Public Resources Code § 5097.98. As required by Public Resources Code § 5097.98, the City shall ensure that further development activity avoids damage or disturbance in the immediate vicinity of the Native American human remains, according to generally accepted cultural or archaeological standards or practices, until the City has conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.*

SECTION 4. FINDINGS REGARDING ENVIRONMENTAL IMPACTS NOT FULLY MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The Planning Commission hereby finds that, despite the incorporation of mitigation measures outlined in the EIR and in this Resolution, the following impacts from the proposed Project and related approvals cannot be fully mitigated to a less than significant level and a Statement of Overriding Considerations is therefore included herein:

A. AIR QUALITY

1. Criteria Pollutant Emissions

Threshold: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?

Findings: Less than significant impact during Project construction; significant and unavoidable impact during Project operation (Draft EIR, pp. IV.B-19-IV.B-25). Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially

lessen some of the significant environmental effects as identified in the EIR; however, it is not feasible to fully mitigate the Project impact to a less than significant level. Impacts would remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).) (Draft EIR, pp. IV.B-19-IV.B-25).

Explanation: The Project could potentially result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. (Draft EIR, pp. IV.B-19-IV.B-25).

The BAAQMD currently recommends using the most recent version of the California Emissions Estimator Model (CalEEMod version 2016.3.2) to estimate construction and operational emissions of criteria air pollutants and precursors for a proposed Project. CalEEMod uses widely accepted models for emission estimates combined with appropriate default data for a variety of land use projects that can be used if site-specific information is not available. The default data (e.g., type and power of construction equipment) are supported by substantial evidence provided by regulatory agencies and a combination of statewide and regional surveys of existing land uses. The primary input data used to estimate emissions associated with construction and operation of the Project are summarized in Table IV.B-4 (Draft EIR, p. IV.B-19). A copy of the CalEEMod report for the Project, which summarizes the input parameters, assumptions, and findings, is provided in Appendix F to the Draft EIR. (Draft EIR, p. IV.B-19)

Operational Emissions of Criteria Air Pollutants

Project operation would generate criteria air pollutant emissions that could potentially affect regional air quality. The primary pollutant emissions of concern during Project operation would be ROG, NO_x, and exhaust PM₁₀ and PM_{2.5} from mobile sources, energy use, area sources (e.g., consumer products and architectural coatings), and stationary sources. Since statewide vehicle emission standards are required to improve over time in accordance with the Pavley (Assembly Bill 1493) and Low-Emission Vehicle regulations (Title 13, California Code of Regulations, and Section 1961.2), Project emissions were estimated for the earliest year of operation (2022) to conservatively evaluate the effect of mobile emissions (Draft EIR, pp. IV.B-20-IV.B-21)

Because the Project operation could include cold storage for future tenants, the Project's operation vehicle fleet may include trucks and/or trailers equipped with transport refrigeration unit (TRUs). Stationary activities of the Project's TRUs, such as daily unloading and seasonal parking, would not emit any criteria air pollutants because any TRUs entering the Project site are required to be plug-in capable and utilize the Project's electrical connections when idling. Transiting activities of the Project's TRU on and off the Project site would emit hydrocarbons, NO_x, and PM.

Emissions from transiting TRU operations were calculated based on the assumptions in Table IV.B-7, and were included in the Project's total unmitigated operational emissions. Unmitigated emissions of ROG, NO_x, PM₁₀, and PM_{2.5} during Project operation were estimated using the CalEEMod input parameters summarized in Table IV.B-4 and additional assumptions summarized in Table IV.B-7 (Draft EIR, pp. IV.B-21-IV.B-22). (Draft EIR, p. IV.B-21)

The annual average emissions of criteria pollutants and precursors during the first year of Project operation are compared to the BAAQMD's thresholds of significance in Table IV.B-8 (Draft EIR, p. IV.B-21). Unmitigated ROG and exhaust PM₁₀ and PM_{2.5} emissions from Project operation were below the thresholds of significance for each year evaluated; however, unmitigated NO_x emissions from Project operation were above the threshold of significance. As shown in Table IV.B-8 (Draft EIR, p. IV.B-22), approximately 98 percent of the Project's estimated NO_x emissions are from mobile sources (e.g., trucks and light-duty vehicles) and are associated with running emissions from Project-generated vehicles miles travelled (VMT). (Draft EIR, p. IV.B-22)

Trucks are significant contributors to the formation of ozone, PM_{2.5}, and DPM in California, especially trucks over 10,000 pounds gross vehicle weight rating ("GVWR"), which are responsible for over 70 percent of NO_x emissions from on-road mobile sources as of 2019. Over the last three decades, NO_x emission standards for on-road trucks have become more stringent. For NO_x, the standard has decreased from 6.0 grams per brake horsepower hour ("g/bhp-hr") in 1990 to 0.01 g/bhp-hr in 2010, which means that a heavy-duty truck manufactured in 2000 could be as high as 60 times more polluting than a heavy-duty truck with the same GVWR manufactured after 2010. CARB's Truck and Bus Regulation for trucks greater than 14,000 pounds GVWR also results in higher truck turnover rate by eliminating trucks powered by a 1999 or older model year engine by year 2015, and requiring all trucks to be powered by 2010 or newer models by year 2023. (Draft EIR, p. IV.B-22 – IV.B-23)

Consistent with, but more stringent than, the CARB's Truck and Bus Regulation, Mitigation Measure AIR-1: Tenant-Owned Vehicle Model Year Requirement, below, requires 2014 or newer model year engines on all heavy-duty trucks more than 14,000 pounds GVWR owned by the project tenant accessing the Project site. As shown in Table IV.B-8 (Draft EIR, p. IV.B-22), Mitigation Measure AIR-1 would reduce overall Project NO_x emissions in 2022 by about 16 percent; however, Project NO_x emissions in 2022 would remain above the threshold of significance with implementation of Mitigation Measure AIR-1. (Draft EIR, p. IV.B-23)

No on-site mitigation options are available other than Mitigation Measure AIR-1: Tenant-Owned Vehicle Model Year Requirement. Although it is possible to reduce NO_x emissions further by placing a limit on vehicle model years for the third-party vehicles (vans and other passenger cars) accessing the Project site, such measures are difficult to implement in an effective manner. Unlike tenant-owned vehicles, there is no effective protocol for monitoring third-party vehicles

accessing the Project site. Therefore, additional off-site mitigation would be required to reduce the residual NOx emissions, a maximum of 2.2 tons per year, as shown in Table IV.B-8 (Draft EIR, p. IV.B-22). Mitigation Measure AIR-2: Emissions Offsets would require the Project Applicant to offset the NOx emissions below the threshold of significance by either implementing a specific offset program (e.g., equipment replacement), funding the implementation of an emission reduction project through payment of a mitigation offset fee to the BAAQMD's Bay Area Clean Air Foundation, or a combination of the two approaches, in an amount sufficient to mitigate residual emissions. The BAAQMD recommends identifying offset programs located within the nine-county Bay Area in order to reduce the project's cumulative contribution to the region's existing air quality conditions. (Draft EIR, p. IV.B-23 – IV.B-25)

- ***Mitigation Measure AIR-1: Tenant-Owned Vehicle Model Year Requirement***

At the beginning of Project tenancy, the Project Applicant shall submit proof of evidence to the City of Milpitas that any tenant-owned vehicles above 14,000 pounds gross vehicle weight rating (GVWR) accessing the Project site are solely powered by 2014 or newer engine models. Proof of evidence can include, but is not limited to: Department of Motor Vehicles registration records; emission control labels on individual vehicles; or records from Truck Regulation Up-load, Compliance, and Reporting System (TRUCRS).

- ***Mitigation Measure AIR-2: Emission Offsets***

At the beginning of Project tenancy, the Project Applicant, with the oversight of City of Milpitas Planning Department, shall implement emission offset program(s), as necessary, to reduce Project emissions below 10 tons per year for a minimum of 3 years. The NOx emissions offset shall either be based on the existing EIR analysis (a reduction of 2.2 tons of NOx per year) or based on an updated NOx emissions inventory of the tenant-specific vehicle fleets and annual vehicle miles traveled. The Project Applicant shall participate in either of the following NOx offset programs or a combination of both to reduce Project NOx emissions below 10 tons per year:

1. *Directly implement a specific offset program (such as requiring Project tenant(s) to replace equipment in the existing tenant-owned operation fleet) to reduce Project NOx emissions below 10 tons per year, subject to the City of Milpitas Planning Department's approval. To qualify under this mitigation measure, the specific emissions offset Project must result in emissions reductions within the San Francisco Bay Area Air Basin that are real, surplus, quantifiable, enforceable, and would not otherwise be achieved through compliance with existing regulatory requirements or any other legal requirement. Prior to implementation of the direct offset projects, the Project Applicant must obtain Planning Department's approval of the proposed offset projects by providing documentation of the estimated annual NOx reduction within the*

San Francisco Bay Area Air Basin. The Project sponsor shall notify the Planning Department within six months of completion of the offset projects for verification.

2. *Fund NOx emissions reductions projects to be completed by an independent third-party approved by the City, such as the BAAQMD's Bay Area Clean Air Third Foundation (Independent Party) in an amount to be determined at the time of the impact. Funds shall be sufficient to sponsor NOx emissions reduction offset projects to reduce the Project NOx emissions below 10 tons per year.*

For this option, the Project Applicant is required to enter into a Memorandum of Understanding (MOU) with the Independent Third Party. The MOU will include details regarding the funds to be paid, administrative fee and the timing of the emissions reductions project(s). Acceptance of this fee by the Independent Third Party shall serve as an acknowledgement and commitment by the Independent Third Party to: (1) implement an emissions reduction project(s) with a time frame to be determined based on the type of project(s) selected, after receipt of the mitigation fee to achieve the emission reduction objectives specified above; and (2) provide documentation to the City of Milpitas Planning Department and the Project Applicant describing the amount of mitigation fee and the project(s) funded by the mitigation fee, including the amount of emissions of NOx reduced (tons) within the San Francisco Bay Area Air Basin from the emissions reduction project(s). If there is any remaining unspent portion of the mitigation fee following implementation of the emission reduction project(s), the Project Applicant shall be entitled to a refund in that amount from the Independent Third Party. To qualify under this mitigation measure, the specific emissions reduction project must result in emission reduction within the San Francisco Bay Area Air Basin that are real, surplus, quantifiable, enforceable, and would not otherwise be achieved through compliance with existing regulatory requirements or any other legal requirement.

If the Project Applicant is able to demonstrate that the NOx emissions generated by the Project are less than 10 tons per year for three consecutive years (i.e., NOx emissions offsets were not necessary over the three-year time period), then the Project Applicant may request authorization via a waiver to cease future monitoring and reporting of the NOx emission offset program(s). The waiver application shall contain a tenant-specific NOx emission inventory for review and approval by City of Milpitas Planning Department. If the Project operations will substantially expand, alter, or a change of tenancy will occur, the City of Milpitas may revoke the waiver.

Implementation of Mitigation Measures AIR-1 and AIR-2 would reduce the residual NOx emissions below the threshold of significance. However, because the offset program or offset fee required by Mitigation Measure AIR-2 cannot be determined to be real, verifiable, and enforceable

at the time of preparation of this EIR, the Project's operational impacts related to emissions of criteria pollutant are considered significant and unavoidable. (Draft EIR, pp. IV.B-25)

B. GREENHOUSE GAS EMISSIONS

1. Greenhouse Gas Emissions

Threshold: Would the Project generate greenhouse gas emissions ("GHGs"), either directly or indirectly, that may have a significant impact on the environment?

Findings: Significant and unavoidable impact (Draft EIR, pp. IV.C-21-IV.C-25). Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen some of the significant environmental effects as identified in the EIR; however, it is not feasible to fully mitigate the Project impact to a less than significant level (State CEQA Guidelines, section 15091(a)(1).) Impacts would remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: The Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. (Draft EIR, p. IV.C-21) The Project's GHG emissions impact on the environment are conservatively considered significant and unavoidable. (Draft EIR, p. IV.C-25)

The Bay Area Air Quality Management District (BAAQMD) recommends using the most current version of the California Emissions Estimator Model ("CalEEMod" versions 2016.3.2) to estimate emissions of GHGs for a proposed Project. CalEEMod uses widely accepted models for emissions estimates combined with appropriate default data for a variety of land use projects that can be used if site-specific information is not available. The default data used in the model are supported by substantial evidence provided by regulatory agencies and a combination of Statewide and regional surveys of existing land uses. Table IV.C-4 (Draft EIR, p. IV.C-21) summarizes the primary input data used to estimate the Project's GHG emissions. Additional CalEEMod assumptions used to calculate the Project's projected GHG emissions in 2022, the earliest expected year of operation, are summarized in Table IV.C-5 (Draft EIR, p. IV.C-22). A copy of the CalEEMod report, which summarizes the input parameters, assumptions, and findings, is provided in Appendix F to the Draft EIR. (Draft EIR, p. IV.C-20)

The BAAQMD does not recommend a threshold of significance for GHG emissions during construction because there is not sufficient evidence to determine a level at which temporary construction emissions are significant. However, to be conservative the temporary GHG emissions from project construction were amortized over the standard lifetime of a project (30 years) and

then combined with the operational emissions of the Project to compare to the interim 2030 GHG efficiency threshold. (Draft EIR, p. IV.C-21)

The land-use sector GHG emissions from operation of the Project were evaluated based on an average service population of 150 employees. As shown in Table IV.C-6 (Draft EIR, p. IV.C-23), the Project's estimated CO₂e emissions per service population would be above the interim 2030 GHG efficiency threshold for the year 2030. The largest GHG contributions are from mobile emissions and energy use, which account for 90 percent and 6 percent of the total Project GHG emissions, respectively. Among the mobile emissions, vehicles associated with goods movements such as vans and heavy trucks would be the primary contributor to the Project's GHG emissions due to sizes of the vehicles and the associated VMTs. The Project does not demonstrate substantial progress toward meeting the Statewide 2030 GHG reduction target under SB 32. The Project's impact related to the generation of GHG emissions is potentially significant. (Draft EIR, pp. IV.C-21-IV.C-25)

The following mitigation measure would be applied to the Project to reduce GHG emissions to the maximum extent feasible.

- ***Mitigation Measure GHG-1: Greenhouse Gas Reduction Plan***

As a part of the application package for construction-related permits, the Project Applicant shall prepare a GHG Reduction Plan to demonstrate that the Project's GHG emissions per employee would be below the interim 2030 GHG threshold (2.9 metric tons carbon dioxide equivalent per service population) with the implementation of GHG reduction measures. Applicable GHG reduction measures include the following options:

- *Implementation of the Transportation Demand Management ("TDM") Plan, described in Mitigation Trans-1;*
- *Increase installation of Level 2 charging stations from 22 (6 percent of total stalls) to 37 (10 percent of total stalls);*
- *Provide conduit for 50 EV charging stations (48 percent of total truck docks) either at the dock doors or in the truck court for future EV trucks;*
- *Site employers who own and operate truck fleets shall be required to inform their drivers of the anti-idling requirement;*
- *Future industrial operations shall prohibit idling of on-and-off road heavy-duty diesel vehicles for prolonged periods; and*
- *The Project will provide 10% of its electricity consumption by on-site solar installation at the building roof.*

Other applicable GHG reduction measures that may be feasible include, but are not limited to, the following options:

- *Eliminating natural gas use at the Project site (approximately 3 percent reduction in total GHG emissions);*
- *Enroll in the program to purchase Silicon Valley Clean Air Energy Certificates;*
- *Other applicable action items included in the City of Milpitas Climate Action Plan; and*
- *Concrete Truck courts to reduce Heat Island effect.*

For physical GHG reduction measures to be incorporated into the design of the Project, the measures shall be included on the drawings submitted for construction-related permits. If, after exhaustion of feasible physical design features and operational features specific to the Project, the Project's GHG emissions would still exceed the 2030 threshold, discussed above, the Project shall include the purchase of carbon credits as a reduction measure. The amount of carbon credits shall at least cover the difference between the interim 2030 threshold and the Project's GHG emissions after the consideration of design features, to be determined in the GHG Reduction Plan. The cost of carbon credit purchases shall be based on current market value at the time purchased and shall be based on the Project's operational emissions estimated in the GHG Reduction Plan or subsequent approved emissions inventory, which may result in emissions that are higher or lower than those estimated in the GHG Reduction Plan.

All carbon credits shall be purchased from a carbon offset registry (the registry) approved by CARB. The carbon credit shall be verifiable by the City of Milpitas and enforceable in accordance with the registry's applicable standards, practices, or protocols. The purchase of the carbon credits must substantively satisfy the requirements set forth in both subdivisions (d)(1) and (d)(2) of California Health and Safety Code §38562: real, permanent, quantifiable, verifiable, enforceable, and additional. The purchase of the carbon credits shall be approved by the City of Milpitas, and verified by an independent verifier who meets stringent levels of professional qualification (i.e., Accreditation Program for GHG Validation/Verification Bodies under the American National Standards Institute's National Accreditation Board, a GHG Emissions Lead Verifier accredited by CARB, or equivalent).

The amount of the carbon credits and the locations of the GHG-reducing programs generating these carbon credits shall be determined in accordance with the following preferences:

- 1. Off-site within the immediate neighbourhood surrounding the Project site, bounded by West Calaveras Boulevard to the north, Interstate 680 to the east, Montague Expressway to the South, and Interstate 880 to the west;*
- 2. Within the City of Milpitas;*

3. *Within the San Francisco Bay Area Air Basin; and*
4. *Within the State of California.*

Implementation of this mitigation measure will reduce the Project's GHG emissions to the maximum extent feasible, and is likely to reduce the Project's GHG emissions to below the applicable thresholds with the purchase of carbon credits. GHG reduction features in this mitigation measure would also make Project operation more consistent with the state-level plans and policies, such as the Sustainable Freight Action Plan and the recent executive orders on carbon neutrality and zero-emission vehicles (ZEVs). With the implementation of these GHG reduction features, especially the additional light-duty vehicle charging stations and pre-wiring for future use of heavy- and medium-duty electric trucks, the Project goes beyond the 2019 Building Energy Efficiency Standards and municipal requirements to accommodate anticipated increases in the use of ZEVs. (Draft EIR, p. IV.C-24 as amended in the Corrections and Additions to the Draft EIR at p. III-18.)

Nevertheless, the full implementation of this mitigation measure hinges on the availability of carbon credits. There remains uncertainty of availability of sufficient carbon offset opportunities as well as uncertainty of reliabilities with carbon credit purchases through a third party. Therefore, the successful implementation of Mitigation Measure GHG-1 is considered speculative at this time. Thus, the Project's GHG emissions impact on the environment are conservatively considered significant and unavoidable. (Draft EIR, p. IV.C-25 as amended in the Corrections and Additions to the Draft EIR at p. III-18)

C. TRANSPORTATION

1. Consistency with CEQA Guidelines Section 15064.3, subdivision (b)

Threshold: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Findings: Significant and unavoidable impact (Draft EIR, pp. IV.E-28-IV.E-32). Significant and unavoidable cumulative impact (Draft EIR, pp. IV.E-31-IV.E-33). Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen some of the significant environmental effects as identified in the EIR; however, it is not feasible to fully mitigate the Project impact to a less than significant level (State CEQA Guidelines, section 15091(a)(1)). Impacts, and cumulative impacts would remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: The Project will conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). (Draft EIR, p. IV.E-28)

The vehicle miles traveled (VMT) calculation methodology is described in the Analysis Methodology section of this chapter (Draft EIR, p. IV.E-1). Tables IV.E-5 (Draft EIR, p. IV.E-28) through IV.E-8 (Draft EIR, p. IV.E-30) present the results of the analysis. Note that these tables present results relative to both baseline (existing) and cumulative conditions; this impact discusses the Project impact on baseline conditions; see the Cumulative Impacts section for a discussion of the cumulative impacts with respect to VMT. (Draft EIR, p. IV.E-28)

Table IV.E-5 (Draft EIR, p. IV.E-28) shows the employment totals for the traffic analysis zone (TAZ) containing the Project site, the City of Milpitas, Santa Clara County, Alameda County, and San Mateo County, as well as the three-county total. Table IV.E-6 (Draft EIR, p. IV.E-29) presents the service population, defined as all employees and residents, for the same areas. Values for the Existing, Existing Plus Project, Cumulative No Project, and Cumulative Plus Project cases are shown. These values are used in the VMT calculations in the subsequent tables. (Draft EIR, p. IV.E-28)

Metric 1: Project Home-based Work VMT per Employee (Existing Plus Project)

Table IV.E-7 (Draft EIR, p. IV.E-29) presents the home based-work VMT per employee for the Project traffic analysis zone (TAZ), for the City of Milpitas, and for Santa Clara County. While the Project reduces VMT per employee in the Project TAZ from 16.22 to 16.19, and while the Existing Plus Project VMT per employee (16.19) is lower than the Citywide average VMT per employee (17.63), the Existing + Project VMT per employee (16.19) does not meet the significance criteria of 15 percent below the Santa Clara Countywide average (14.31). The Project VMT per employee exceeds the threshold by 13 percent (16.19/14.31). Therefore, the Project has a significant impact on Home-based Work VMT per employee. (Draft EIR, p. IV.E-29)

Cumulative Impacts

The VMT calculation methodology is described in the Analysis Methodology section of this chapter. Tables IV.E-3 through IV.E-6, on pages IV.E-27 through IV.E-29 of the Draft EIR, presented above under Impact TRANS-2, present the results of the analysis. Note that these tables present results relative to both baseline (existing) and cumulative conditions; this impact discusses the Project impact on cumulative conditions; Impact TRANS-2 discusses the impacts with respect to VMT on baseline (existing) conditions. (Draft EIR, pp. IV.E-32-IV.E-33)

Table IV.E-3 (Draft EIR, p. IV.E-27) shows the employment totals for the traffic analysis zone (TAZ) containing the Project site, the City of Milpitas, Santa Clara County, Alameda County, and San Mateo County, as well as the three-county total. Table IV.E-4 (Draft EIR, p. IV.E-27) presents the service population, defined as all employees and residents, for the same areas. Values

for the Existing, Existing Plus Project, Cumulative No Project, and Cumulative Plus Project cases are shown. These values are used in the VMT calculations in the subsequent tables. (Draft EIR, p. IV.E-33)

Metric 1: Project Home-based Work VMT per Employee (Cumulative Plus Project)

Table IV.E-5 (Draft EIR, p. IV.E-28) presents the home based-work VMT per employee for the Project TAZ, for the City of Milpitas, and for Santa Clara County. The Project increases VMT per employee in the Project TAZ from 17.98 to 18.02, although the Project TAZ VMT per employee is lower than the citywide average (18.69). However, the Cumulative + Project VMT per employee (18.02) does not meet the significance criteria of 15 percent below the Santa Clara Countywide average (14.66). The Project VMT per employee exceeds the threshold by 23 percent (18.02/14.66). Therefore, the Project has a significant cumulative impact on Home-based Work VMT per employee. (Draft EIR, p. IV.E-33)

• ***Mitigation Measure TRANS-1:***

The Project applicant shall implement a travel demand management program for all employees with the goal of reducing the use of single-occupant vehicles for commuting. The measures most likely to be effective given the Project's location and expected use type include the following (measures are identified with the California Air Pollution Control Officers (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures (August 2010) measure number and VMT reduction effectiveness range):

- *Implement a commute trip reduction program with required implementation and monitoring (CAPCOA measure TRT-2, effectiveness range 4.2% - 21.0%);*
- *Provide ride-sharing programs (CAPCOA measure TRT-3, effectiveness range 1 – 15%);*
- *Implement subsidized or discounted transit program (CAPCOA measure TRT-4, effectiveness range 0.3% - 20%);*
- *Provide end-of-trip facilities (CAPCOA measure TRT-5, effectiveness based on effectiveness of measures TRT-2 and TRT-3);*
- *Implement commute trip reduction marketing (CAPCOA measure TRT-7, effectiveness range 0.8% - 4.0%);*
- *Implement car-sharing program (CAPCOA measure TRT-9, effectiveness range 0.4% - 0.7%);*

- *Restripe Green Bike lanes along property frontage; and*
- *Bike locker subsidy.*

(a) VMT Strategy Report

- *Prior to the issuance of an occupancy permit (Tenant to provide after 90 days of occupation), the Project Applicant (or Project site operator) shall prepare a VMT Strategy Report that includes the following items:*
- *Identification of a baseline Project home-based work VMT per employee estimate, which shall be determined using project-specific information derived from location-based data services such as StreetLight data which can estimate the trip generation, trip lengths, and VMT for the site. This shall be supplemented/verified by driveway counts, employee commute mode surveys, and employee residence data which can provide a second VMT estimate to verify the StreetLight estimate. Other methods may be approved by City staff if new data sources and methods become available by the time of the Project is occupied.*
- *Identification of the Santa Clara County regional home-based work VMT per employee, also derived from StreetLight data to provide an apples to apples comparison to the Project-specific baseline.*
- *Identification of the percent reduction in VMT needed to achieve the target of 15 percent below the regional average.*
- *Identification of selected transportation demand management strategies per the above list, and others if appropriate.*
- *Demonstration of how the TDM strategies in the VMT Strategy Report would reduce the home-based work VMT per employee generated by the Project to 15 percent below the countywide average home-based work VMT per employee.*

After implementing the transportation demand management strategies selected in the VMT Strategy Report upon occupancy of the Project, the effectiveness of these measures relative to the performance target noted previously must be monitored, as follows.

(b) Project Site VMT Monitoring Approach

- *The Project shall be monitored by the City or by the Project application/operator on an annual basis to determine the efficacy of the selected transportation demand management strategies in achieving the performance target of 15 percent below the*

regional average. The monitoring shall include Project-generated VMT estimates compatible with the methodology used to estimate project baseline VMT so that performance comparisons can be made. The methodology for setting the baseline VMT and measuring the annual performance shall be defined in the VMT Strategy Report.

- *An annual monitoring memorandum shall be submitted to City staff. If the Project site is found not to be in compliance with the mitigation measure, the Project must incorporate additional transportation demand management strategies to meet the performance target. The Project applicant/operator may propose new strategies that develop over time to further reduce Project-generated VMT if substantial evidence is provided to support the efficacy of the strategy. If a 15% VMT reduction is achieved for three consecutive years, the project will no longer need to provide annual reporting.*

(c) Alternative Monitoring Approach

- *The City of Milpitas may develop a citywide VMT monitoring program to allow global monitoring of City VMT, which may provide cost efficiencies and be a more effective way to track VMT generation by various uses in the City. The monitoring program could make use of emerging technologies including location-based services on cell phones and in vehicles to track trip lengths, along with traditional technologies such as driveway traffic counts. If such a program is developed, the Project could participate in the monitoring and demonstrate performance relative to the Project's VMT target.*

SECTION 5. FINDINGS REGARDING CUMULATIVE ENVIRONMENTAL IMPACTS

Consistent with CEQA's requirements, the EIR for the Project includes an analysis of cumulative impacts. CEQA Guidelines § 15130(b) describes two acceptable methods for identifying a study area for purposes of conducting a cumulative impact analysis. These two approaches include (1) "the list of projects approach," based on "a list of past, present, and probable future projects producing related or cumulative impacts, including if necessary, those projects outside the control of the agency" and (2) "the summary of projections approach," based on a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. In Chapter III, Project Description, of the Draft EIR, Table III-1 lists the related (or cumulative) projects identified for the proposed Project. These related projects consist of all approved, proposed, or projects currently under construction located in the City of Milpitas. The list includes projects of various land uses, including (but not limited to) single-family residential, multi-family residential,

commercial, and retail. Figure III-8 (Related Projects Map), on page III-13 of the Draft EIR, illustrates the location of each related project. For an analysis of the cumulative impacts associated with these related projects and the proposed Project, the reader is referred to the cumulative impact discussions under each individual impact category in Chapter IV of the Draft EIR. Forty-one (41) pending and approved projects were identified as cumulative projects (See Draft EIR, pp. III-10-III-12). The Planning Commission hereby finds as follows:

A. AIR QUALITY

For the reasons discussed herein and in the EIR, the Project would have certain significant cumulative impacts relating to air quality due to criteria air pollutants. (Draft EIR, pp. IV.B-19-IV.B-32)

Cumulative Toxic Air Contaminants Emissions

In addition to a project's individual TAC emissions during construction and operation, the potential cumulative health risks to the MEIR from existing and reasonably foreseeable future sources of TACs were evaluated. The MEIR was evaluated because the project's contribution to health risks at the MEIR are at least three times greater than other nearby sensitive receptors, including the residential receptor northwest of the Project. The BAAQMD's online screening tools were used to provide conservative estimates of how much existing and foreseeable future TAC sources would contribute to cancer risk, HI, and PM_{2.5} concentrations. The individual health risks associated with each source were summed to find the cumulative health risk at the MEIR. (Draft EIR, p. IV.B-30 as amended by the Corrections and Additions at p. III-14)

Based on the BAAQMD's Permitted Stationary Sources Risks and Hazards Screening Tool, no existing stationary source of TAC emissions were identified within 1,000 feet of the MEIR. As shown in Revised Figure IV.B-1 (Draft EIR, p. IV.B-11), all the there are five existing stationary sources of TAC emissions located within 1,000 feet of the Project, but more than 1,300 feet from the MEIR. The combined health risks from all the existing stationary sources near the Project site are less than 10 percent of the BAAQMD's cumulative health risk thresholds. Health risk impacts from these existing stationary sources would be substantially attenuated by the distance between individual sources and the sensitive receptors. According to BAAQMD guidance, concentrations of particulate matter tends to be reduced substantially or can even be indistinguishable from upwind background concentrations a distance 1,000 feet downwind from existing sources. Therefore, the cumulative health impacts from existing stationary sources beyond 1,000 feet of the MEIR are considered negligible. As shown in Figure III-8, Related Projects Map (Draft EIR, Chapter III. Project Description, p. III-13), there are two foreseeable future projects located within 1,000 feet of the MEIR. However, both of these projects are townhome development and would not include any stationary source of TAC emissions. (Draft EIR, p. IV.B-30 as amended by the Corrections and Additions at p. III-14) Preliminary health risk screening values at the MEIR

from exposure to mobile sources of TACs were estimated based on the BAAQMD's Bay Area modelling of health risks from highways, railroads, and major roadways with an average annual daily traffic volume greater than 30,000 vehicles per day. According to the BAAQMD's modelling of mobile sources, nearby highways and major roadways contribute substantially to the existing health risks at the MEIR, as shown in Table IV.B-10 on page IV.B-31 of the Draft EIR. (Draft EIR, pp. IV.B-30-IV.B-31)

Estimates of the cumulative health risks at the MEIR are summarized and compared to the BAAQMD's cumulative thresholds of significance in Table IV.B-10 (Draft EIR, p. IV.B-31). The cumulative cancer risk and chronic HI from DPM emissions and annual average PM2.5 concentrations at the MEIR were below the BAAQMD's cumulative thresholds. Therefore, the Project's emissions of DPM and PM2.5 during construction and operation would have a less-than-significant cumulative impact on nearby sensitive receptors; therefore, no mitigation measures are required. (Draft EIR, p. IV.B-31)

Criteria air pollutant impacts are cumulative impacts because no single project is sufficient in size, by itself, to result in non-attainment of air quality standards. The BAAQMD's thresholds of significance for criteria air pollutants were designed to represent levels above which a project's individual emissions would result in a cumulatively considerable contribution to the SFBAAB's existing air quality conditions. Although construction and operation of the Project would not exceed the BAAQMD's thresholds of significance for criteria pollutants (including ozone precursors) with implementation of Mitigation Measure AIR-1, Mitigation Measure AIR-1 is deemed difficult to enforce, resulting in the cumulative impacts on regional air quality as being significant and unavoidable. (Draft EIR, pp. IV.B-30-IV.B-31)

The BAAQMD's thresholds of significance for fugitive dust, TACs and PM2.5 were also designed to determine if a project's contribution to local air pollution would be cumulatively considerable. Based on the analysis above, emissions of fugitive dust, DPM and PM2.5 generated during construction and operation of the Project would have a less-than-significant impact on local air quality with implementation of Mitigation Measure AIR-3. (Draft EIR, pp. IV.B-30-IV.B-31)

B. GREENHOUSE GAS EMISSIONS

Global climate change (GCC) occurs as the result of global emissions of GHGs. An individual development project does not have the potential to result in direct and significant GCC-related effects in the absence of cumulative sources of GHGs. The CEQA Guidelines emphasize that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis (See CEQA Guidelines section 15130[f]).

As discussed in the Draft EIR, Chapter IV.C, Greenhouse Gas Emissions, GHG impacts are, by their nature, cumulative impacts because one project by itself cannot significantly contribute to, or cause significant environmental effects. Therefore, because the Project would

have potentially significant and unavoidable impacts related to the generation of GHG emissions, the cumulative impacts of the Project would also be considered significant and unavoidable. (Draft EIR, p. IV.C-25)

C. NOISE

For the reasons discussed herein and in the EIR, the Project would not have significant cumulative impacts relating to noise. (Draft EIR, p. IV.D-24)

A significant impact would occur if two criteria are met: 1) if the cumulative traffic noise level increase was 3 dBA DNL or greater for future levels; and 2) if the project would make a “cumulatively considerable” contribution to the overall traffic noise increase. A “cumulatively considerable” contribution would be defined as an increase of 1 dBA DNL or more attributable solely to the proposed Project. (Draft EIR, p. IV.D-24)

Cumulative traffic noise level increases were calculated by comparing the cumulative no project traffic volumes and the cumulative plus project volumes to existing traffic volumes. A traffic noise increase of 3 dBA DNL or more was calculated along several roadways, however, since the same increase was calculated for both cumulative scenarios (no project and plus project), the project’s contribution along these roadway segments would be less than 1 dBA DNL, which would not be considered a “cumulatively considerable” contribution. The Project would not cause a significant cumulative noise increase at noise-sensitive uses in the Project vicinity. This is a less-than-significant impact and no mitigation measures are required. (Draft EIR, p. IV.D-24)

D. TRANSPORTATION

The Project’s cumulative traffic impacts were previously addressed in Section 4 herein. The Project would result in cumulatively considerable traffic impacts. (Draft EIR, pp. IV.E-32-IV.E-33)

The Project will conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), resulting in Impact TRANS-5.

The VMT calculation methodology is described in the Analysis Methodology section of this chapter. Tables IV.E-3 through IV.E-6, on pages IV.E-27 through IV.E-29 of the Draft EIR, presented above under Impact TRANS-2, present the results of the analysis. Note that these tables present results relative to both baseline (existing) and cumulative conditions; this impact discusses the Project impact on cumulative conditions; Impact TRANS-2 discusses the impacts with respect to VMT on baseline (existing) conditions. (Draft EIR, pp. IV.E-32-IV.E-33)

Table IV.E-3 (Draft EIR, p. IV.E-27) shows the employment totals for the traffic analysis zone (TAZ) containing the Project site, the City of Milpitas, Santa Clara County, Alameda County,

and San Mateo County, as well as the three-county total. Table IV.E-4 (Draft EIR, p. IV.E-27) presents the service population, defined as all employees and residents, for the same areas. Values for the Existing, Existing Plus Project, Cumulative No Project, and Cumulative Plus Project cases are shown. These values are used in the VMT calculations in the subsequent tables. (Draft EIR, p. IV.E-33)

Metric 1: Project Home-based Work VMT per Employee (Cumulative Plus Project)

Table IV.E-5 (Draft EIR, p. IV.E-28) presents the home based-work VMT per employee for the Project TAZ, for the City of Milpitas, and for Santa Clara County. The Project increases VMT per employee in the Project TAZ from 17.98 to 18.02, although the Project TAZ VMT per employee is lower than the citywide average (18.69). However, the Cumulative + Project VMT per employee (18.02) does not meet the significance criteria of 15 percent below the Santa Clara Countywide average (14.66). The Project VMT per employee exceeds the threshold by 23 percent (18.02/14.66). Therefore, the Project has a significant cumulative impact on Home-based Work VMT per employee. (Draft EIR, p. IV.E-33)

Metric 2: Total Boundary VMT (Cumulative Plus Project)

This metric measures the total VMT for all trip types within the region expected to be affected by the Project trips. For this analysis, the three-county region of Santa Clara County, Alameda County, and San Mateo County was selected as likely to capture the effect of most to all Project trips. The total VMT per service population (employees and residents) is calculated. Table IV.E-6 (Draft EIR, p. IV.E-29) shows this metric for the City of Milpitas, for information, as well as for the three-county region, for the Existing and Existing Plus Project cases. (Draft EIR, p. IV.E-33)

Under Cumulative condition, the Project decreases Total Boundary VMT within the three-county region, and the VMT per service population drops from 14.69 VMT per service population to 14.67 VMT per service population. Therefore, the Project's impact on Total Cumulative Boundary VMT is considered less than significant. (Draft EIR, p. IV.E-33)

SECTION 6. FINDINGS REGARDING SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

According to Sections 15126 and 15126.2 of the State CEQA Guidelines, an EIR is required to address any significant irreversible environmental changes that would occur should the Project be implemented. Generally, a project would result in significant irreversible environmental changes if any of the following would occur:

- The project would involve a large commitment of non-renewable resources;
- The primary and secondary impacts of the project would generally commit future

generations to similar uses;

- The project involves uses in which irreversible damage could result from any potential environmental accidents; or
- The proposed consumption of resources is not justified.

Construction of the proposed Project would require the use of nonrenewable resources (i.e., wood, metals, sand, gravel, fossil fuels) for building materials and to fuel construction vehicles and equipment. Subsequent use and maintenance of the Project would also require the long-term consumption of these nonrenewable resources. Energy usage on the Project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. The use of construction materials and nonrenewable resources is not unusual or extraordinary, and, as a result, there would be no significant irreversible environmental effects related to resource consumption during construction. (Draft EIR, p. V-3)

On a permanent, long term basis, the proposed Project would consume energy associated with the daily operation of the Project site and transportation off-site. This energy use would be a long-term commitment and the use of energy would be irretrievable, although energy-saving features of the Project would reduce this commitment. For example, Level 2 EV Charging stations will be installed at a count of 4% of the total parking spaces (approximately 14). Additionally, 25% of the truck dock doors will be provided as Level 2 EV Capable for future EV truck charging. The proposed Project will be constructed to California Green Building Standards Code (CALGreen) standards Tier I or Tier II, which would help to reduce energy and natural gas consumption. Air quality and greenhouse gas mitigation measures included in this Draft EIR will also reduce the consumption of energy during the construction and operational phases of the Project. The Project site does not contain any significant mineral, oil, or other energy sources that would be adversely affected by project implementation. No potentially significant loss of availability of a known mineral resource of value to the region and the residents of the state would occur as a result of the Project. (Draft EIR, pp. V-3 and V-4)

The Project would use common cleaning and maintenance materials, which would be shipped, stored, used and disposed of in accordance with applicable regulations. Otherwise, the proposed Project would not involve the routine use, transport, or disposal of hazardous materials. During project construction the Project would be required to follow all applicable requirements to ensure safe use, storage and disposal of any hazardous materials or waste that could be used. For these reasons, the Project would not result in any significant hazards to the public or the environment through the routine transport, use or disposal of hazardous materials, or through upset or accident conditions. (Draft EIR, p. V-4)

SECTION 7. FINDINGS REGARDING GROWTH-INDUCING IMPACTS

The State CEQA Guidelines requires a Draft EIR to discuss the ways the Project could foster economic or population growth or the construction of additional housing, directly or indirectly, in the surrounding environment. Growth must not be assumed as beneficial, detrimental, or of little significance to the environment. In accordance with State CEQA Guidelines section 15126.2, a project would be considered to have a growth-inducing effect if it would result in any of the effects listed below.

- Directly or indirectly foster economic or population growth, or the construction of additional housing in the surrounding environment;
- Remove obstacles to population growth (e.g., construction of an infrastructure expansion to allow for more construction in service areas);
- Tax existing community service facilities, requiring the construction of new facilities that could cause significant environmental effects; or
- Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

The following analysis is based in part on the Public Revenue and Economic Impact Analysis of the OMP Warehouse in Milpitas (Economic & Planning Systems, Inc., August 7, 2020) (Appendix E to the Draft EIR). The proposed Project would not directly induce population growth during the demolition and construction phases as it does not include residential uses. While the proposed Project would add short-term employment opportunities during the demolition and construction phases, it is likely that the construction workers would be taken from the labor pool currently residing in the Bay Area, as this work would be temporary in nature and would not provide long-term employment opportunities that would encourage population growth. This increase in construction jobs would result in some short-term economic growth but it would not represent “substantial population growth” if such employees permanently relocated their residences to Santa Clara County from outside the County. (Draft EIR, p. V-2)

According to the Project’s public revenue and economic impact analysis (Appendix E to the Draft EIR), the construction of the Project will generate one-time economic impacts, estimated to include about 198 job-years and associated employee compensation of about \$19.7 million. In other words, Project construction would support 198 construction jobs if completed over the course of a year, or 99 construction jobs over the course of two years. (Draft EIR, p. V-2)

Upon completion, the Project’s proposed uses are to include advanced manufacturing, e-commerce, light assembly, warehouse/distribution, among other uses permitted by code. The Project site has been used for industrial use but has been vacant since 2015. The proposed Project will generate about \$240,000 annually in public revenues to the City of Milpitas General Fund at project completion. This includes approximately \$180,000 annually in net new property tax

revenues and an additional \$60,000 annually from other revenues sources such as sales and use taxes, franchise taxes, and other charges and services. Over a 20-year period, this would sum to about \$4.8 million to the City's General Fund (in 2020 dollar terms). These revenues would be available to the City to support expenditures on General Fund public services, including police, fire, and parks and recreation services. (Draft EIR, p. V-2)

At Project buildout, property tax is expected to generate approximately \$1.1 million in net new property taxes, based on the estimated incremental increase in the assessed value of the property. County departments and districts collectively receive 20 percent of the property tax revenue, or \$220,600 annually and \$4.41 million over 20 years. The remaining share of the Project's property tax revenue is allocated to the San Jose-Evergreen Community College District, the State's Education Revenue Augmentation Fund, and a water and air quality districts. (Draft EIR, p. V-2)

The Project applicant expects the proposed Project will support about 375 ongoing on-site jobs based on warehouse size and parking availability. This represents about 0.76 employees per 1,000 square feet, which is consistent with industry standards. Annually, a total of \$24.4 million in employee compensation is expected to be associated with the ongoing operation of the warehouse. (Draft EIR, pp. V-2 and V-3)

Levels of service related to public services and utilities would not be substantially affected by proposed Project. The Project site is located within a developed urban setting in the City's Industrial Zone M2. Off-site water and sewer mains, storm drains, and utility infrastructure adjacent to the site would service the proposed Project and would not require the extension of existing utilities or new utilities which would induce growth. Further, the proposed Project would be adequately served by existing public services such as fire/emergency and police services in the vicinity of the Project site. (Draft EIR, p. V-3)

SECTION 8. FINDINGS REGARDING ALTERNATIVES

The EIR analyzed two alternatives to the Project as proposed and evaluated these alternatives for their ability to avoid or reduce the Project's significant environmental effects while also meeting the majority of the Project's objectives.

A. PROJECT OBJECTIVES

Chapter III, Project Description, (Draft EIR, p. III-26) and Chapter VI, Alternatives to the Proposed Project, (Draft EIR pp. VI-2-VI-3) includes the Project Objectives. The objectives of this proposed Project are as follows:

- To redevelop and maximize the buildout potential of an underutilized property and reduce existing blight thereby providing for a range of potential uses including light industrial, manufacturing, warehouse or e-commerce.
- Construct an infill development of up to approximately 500,000 square feet exhibiting quality design, consistency with the designated land use and zoning and compatibility with the surrounding land uses.
- Develop a Project that is consistent with the Milpitas General Plan and the surrounding uses.
- Attract new employment-generating businesses to Milpitas to help create more equal jobs-housing balance in Milpitas and reducing the need for residents to commute outside the area for employment.
- Implement the City of Milpitas desire to create new uses that generate additional revenue and help Milpitas and other public agencies achieve fiscal balance.
- Develop a logistics center that is in close proximity to nearby truck routes and freeways, minimizing vehicle miles travelled on the streets in order to facilitate the efficient movement of goods, which is recognized as a strong benefit for local and regional economic growth.
- Satisfy the substantial demand for a logistics center building that is both physically and economically feasible to construct and operate, that is attractive to potential users and economically competitive with other geographic markets.
- To help improve the quality of life for Milpitas residents through job creation, revenue generation and other associated Project benefits.
- Generate local employment opportunities, both in short-term construction employment and long-term Project employment.

B. ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

As described above, Section 15126.6(c) of the CEQA Guidelines requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible for detailed study, and briefly explain the reasons underlying the lead agency's determination. Furthermore, Section 15126.6(f)(1) states that "[a]mong the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries . . . and whether the proponent can reasonably acquire or control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these

factors establishes a fixed limit on the scope of reasonable alternatives.” (Draft EIR, pp. VI-3-VI-4)

Based on preliminary evaluations, additional alternatives to the proposed Project were considered but eliminated from further evaluation for the various reasons described below, such as the alternatives resulting in greater adverse environmental impacts than the proposed Project or not meeting Project objectives. (Draft EIR, p. VI-4)

An alternative involving commercial uses such as retail, and commercial services, restaurants, or professional office, lodging, or medical was rejected as infeasible as it would not meet most of the Project objectives, nor would it be permitted within the Heavy Industrial (M2) zoning designation. Any alternatives including residential, open space, or park uses on the Project site were dismissed because they would not meet any of the Project objectives and they would not be consistent with the General Plan land use designation. (Draft EIR, p. VI-4)

An off-site alternative was rejected as infeasible because the Project Applicant does not own any other property that would be feasible for this project or that could accommodate the size of this project in the City of Milpitas and cannot “reasonably acquire, control or otherwise have access to [an] alternative site” (refer to §15126.[f][1] of the CEQA Guidelines). (Draft EIR, p. VI-4)

C. ALTERNATIVES SELECTED FOR ANALYSIS IN THE EIR

1. Alternative A: No Project Alternative

Description: Alternative A, the No Project Alternative, considers no development on the Project site beyond what occurs on the site under existing conditions. (Draft EIR, p. VI-5)

Under the CEQA-required “No Project Alternative” (Alternative A), the existing conditions at the Project site would predominantly remain as they are. The existing four office buildings and research/development facilities ranging from one to two stories in height, representing 397,009 square feet would not be demolished and the proposed Project’s 491,040-square foot tilt-up concrete creative industrial building with two supporting offices would not be constructed. Alternative A includes the following existing uses and associated square footage:

- Office – 162,090 square feet
- Manufacturing – 20,000 square feet
- Warehouse – 45,643 square feet
- Lab and Manufacturing – 169,276 square feet

The FAR for the No Project Alternative is .31. Building No. 1 would remain as a single-story and Building Nos. 2, 3, and 4 would remain at two stories. Ingress and egress would continue to be provided along South Milpitas Boulevard and Gibraltar Drive. (Draft EIR, p. VI-5)

The analysis of Alternative A assumes the continuation of existing physical conditions on the site, as well as development of the related projects described in the Draft EIR, Chapter III, Section III.C (Related Projects). The potential environmental impacts associated with Alternative A are described in Chapter VI of the Draft EIR (Draft EIR, pp. VI-5-VI-9 and VI-15-VI-23) and are compared to the environmental impacts associated with the proposed Project.

Aesthetics

Under Alternative A, no demolition of existing buildings, grading, or development would occur on the Project site and the existing aesthetic characteristics would remain unchanged. Under this Alternative, there would be no impact to scenic vistas, and no impact to the existing visual character or quality of public views of the site and its surroundings. Similar to the proposed Project, under this Alternative, there would be no impact to scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Under this Alternative there would be no new sources of light or glare on the site, and therefore this Alternative would result in no impact, compared to the Project's less-than-significant impact with mitigation related to light and glare. While the proposed Project's significant aesthetic impacts can be mitigated to less-than-significant levels, impacts to aesthetics under Alternative A would be less compared to the proposed Project. (Draft EIR, p. VI-6)

Air Quality

No demolition, grading, or construction (other than retrofitting Building No. 1 to convert office space to warehouse) would occur under Alternative A. In addition, no air pollutant emissions (i.e., respirable particulate matter [PM₁₀], carbon monoxide [CO], nitrogen oxides [NOX]) related to grading would be generated under this Alternative. Under this Alternative it is assumed the existing on-site buildings could be occupied. Both the Project and Alternative A would not conflict with or obstruct implementation of the applicable air quality plan, and the associated impacts would be less than significant. Both the Project and Alternative A would result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. This impact is considered significant and unavoidable as an operational impact under the Project and Alternative A. The Project could potentially expose sensitive receptors to substantial pollutant concentrations during construction. However, these potentially significant impacts related to fugitive dust emissions during Project construction would be reduced to a less-than-significant level after mitigation, whereas this impact would not occur under Alternative A. The Project would result in a less-than-significant impact related to other emissions (such as those leading to odors) because

the Project is a warehouse facility, and construction and operation would not be expected to generate significant odors. Similar to the Project, Alternative A would have a less-than-significant impact to related to other emissions such as those leading to odors. (Draft EIR, p. VI-6)

Biological Resources

Because the Project site would not be developed under Alternative A, no demolition, grading or development (other than retrofitting Building No. 1 to convert office space to warehouse) would occur and no trees or vegetation would be removed from the site. Thus, similar to the proposed Project, Alternative A would have no impacts related to the special-status wildlife species, sensitive natural communities, and jurisdictional waters. Under this Alternative there would be no impact to any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, compared to the Project's less-than-significant impact. This Alternative would also have no impact with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, compared to the proposed Project's less-than-significant impact. However, since there would be no tree or vegetation removal under Alternative A, there would be no impact to the movement of any native resident or wildlife species, or invasive non-native plant species on the Project site. These impacts are less-than-significant with mitigation for the proposed Project. While the proposed Project's significant biological resources impacts can be mitigated to less-than-significant levels, impacts to biological resources under Alternative A would be less compared to the proposed Project. (Draft EIR, pp. VI-6-IV-7)

Cultural Resources

Under Alternative A, no demolition or ground-disturbing activities would occur at the site. Since no demolition or ground-disturbing activities would occur, Alternative A would result in no impacts to historical resources, archaeological resources, and human remains, compared to the Project's no impact to historical resources, less-than-significant impact with mitigation related to archaeological resources, and less-than-significant impact with mitigation related to human remains. While the proposed Project's significant cultural resources impacts can be mitigated to less-than-significant levels, impacts to unknown cultural resources under Alternative A would be less compared to the proposed Project. (Draft EIR, p. VI-7)

Geology and Soils

The Project site would still be subjected to ground shaking and related hazards under both Alternative A and the proposed Project. Since no grading or ground disturbing activities would take place under Alternative A, no impact to paleontological resources could occur during excavation into native geologic formations below existing fill material, where fossils may be buried and physical destruction of fossils could occur. Under the proposed Project, this impact would be reduced to less-than-significant with mitigation. While the Project's significant geology

and soils impact can be completely mitigated and reduced to less-than-significant levels, geology and soils impacts associated with Alternative A would be less compared to the proposed Project. (Draft EIR, p. VI-7)

Greenhouse Gas Emissions

This Alternative would not include any new development (other than retrofitting Building No. 1 to convert office space to warehouse), and thus would not generate any significant construction related GHG emissions. However, it is assumed that under this Alternative the existing buildings could be occupied; therefore, there could be potential sources of near-term or long-term GHG emissions. By comparison, the Project would result in new development and associated construction and operational emissions of GHGs would exceed applicable thresholds, which would be a significant impact. While mitigation is recommended that would implement GHG-reduction measures, these measures would not reduce the Project's contribution to a less-than-significant level, and impacts would remain significant and unavoidable. Similar to the Project, Alternative A would also have significant and unavoidable impacts related to GHG emissions. The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases, resulting in a less-than-significant impact, which would be similar under Alternative A as well. (Draft EIR, pp. VI-7-VI-8)

Hazards and Hazardous Materials

Because no new land uses would be built on the site and no new residents or employees would be at the site under Alternative A, this Alternative would result in no impact related to the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, compared to the Project's less-than-significant impacts with mitigation. Because no grading of the Project site would occur under Alternative A, workers and/or the public would not be exposed to potentially contaminated soil during construction and/or operation of the Project, nor would workers and/or the public be potentially exposed to hazardous building materials (e.g., lead paint, asbestos) during demolition of existing structures. Under the proposed Project, this impact would be less-than-significant with mitigation. Similar to the Project, under this Alternative, there would be no impact when it comes to emitting hazardous emissions within one-quarter mile of an existing or proposed school. Also similar to the proposed Project, there would be no impact to the thresholds associated with airport proximity and wildland fires under this Alternative. Under this Alternative, impacts to an adopted emergency response plan or emergency evacuation plan would be less than significant, similar to the proposed Project. (Draft EIR, p. VI-8)

Noise

No demolition, grading, or construction (other than retrofitting Building No. 1 to convert office space to warehouse) would occur under Alternative A. Construction and operational noise

impacts associated with the proposed Project were found to be less than significant, and would remain less than significant under Alternative A. The Project site is located approximately four miles from the nearest airport, and the proposed Project would not expose people working at the site to excessive aircraft noise, resulting in a less-than-significant impact. This impact would remain less than significant under Alternative A, since the distance from the airport would not change. (Draft EIR, p. VI-8)

Transportation

No demolition, grading, or construction (other than retrofitting Building No. 1 to convert office space to warehouse) would occur under Alternative A. Similar to the proposed Project, Alternative A would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and impacts would be less than significant. Alternative A would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), nor would it result in inadequate emergency access, therefore resulting in less-than-significant impacts, similar to the proposed Project. The proposed Project would result in approximately 3,303 daily trips, 348 AM peak hour trips, and 88 PM peak hour trips. Alternative A would result in approximately 2,402 daily trips, 313 AM peak hour trips, and 321 PM peak hour trips. The VTA's (Santa Clara Valley Transportation Authority) Vehicle Miles Travelled (VMT) screening tool was applied to the No Project Alternative and found a home-work VMT per employee of 15.98, which is slightly lower than the proposed Project's VMT rate of 16.19 (both are for the baseline (2019) case). Therefore, Alternative A would generate slightly lower VMT per employee than the proposed Project (15.98 versus 16.19). Alternative A would result in fewer overall daily trips compared to the proposed Project but would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) related to Vehicle Miles Travelled (VMT), and impacts would be significant and unavoidable, similar to the proposed Project. (Draft EIR, pp. VI-8-VI-9)

Tribal Cultural Resources

Under Alternative A, no demolition or ground-disturbing activities would occur at the Project site. Since no demolition or ground-disturbing activities would occur, Alternative A would result in no impacts to unknown tribal cultural resources, compared to the Projects less-than-significant impacts with mitigation. While the proposed Project's significant tribal cultural resources impacts can be mitigated to less-than-significant levels, impacts to unknown tribal cultural resources under Alternative A would be less compared to the proposed Project. (Draft EIR, p. VI-9)

This alternative was selected by the City of Milpitas to compare the environmental effects of the proposed Project with an alternative that would leave the property in its existing state.

Impacts: Alternative A, the No Project Alternative, would not eliminate any significant impacts of the Project, however, some of the effects of the Project's significant impacts would be lessened. All other impacts from the No Project Alternative would be similar to the Project. (Draft EIR, pp. VI-5-VI-9 and VI-15-VI-23)

Objectives and Feasibility: The No Project Alternative would not meet all of the Project objectives. (Draft EIR, pp. VI-9 and VI-15-VI-23)

Finding: The Planning Commission rejects the No Project Alternative on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) this alternative fails to meet all of the Project objectives; (2) even though this alternative would reduce impacts relating to redevelopment of the Project site, given the regional high demand for logistics/warehouse uses this alternative would most likely displace impacts to another location rather than reduce or avoid impacts to the environment; and (3) this alternative is infeasible given that retention of the site in its unoccupied condition would result in a blighted condition and would be inconsistent with the City of Milpitas General Plan, which anticipates full development of the Project site. Therefore, the No Project Alternative is eliminated from further consideration.

2. Alternative B: Reduced Project Alternative

Description: The Reduced Project Alternative was selected to evaluate the comparative environmental benefits of constructing a project with less building square footage. Similar to the proposed Project, Alternative B would involve demolition and removal of the existing four office buildings and research/development facilities that are currently developed on-site. Also similar to the proposed Project, this Alternative would involve construction of a new single-story, tilt-up concrete creative industrial building with two supporting offices, and surface parking on all sides of the building, therefore providing the same on-site circulation as the proposed Project. However, under this Alternative, the Project's building area would be reduced by 121,532 square feet, which is an approximately 25 percent reduction in building area compared to the proposed Project. Under this Alternative, 364,600 square feet of warehouse space would be provided and 3,680 square feet of office space, as compared to the Project's proposal of approximately 486,130 square feet of warehouse space and 4,910 square feet of office space. The FAR for Alternative B would be .29 compared to the proposed Project's FAR of .38. Alternative B would also involve the same amount of tree removal as the proposed Project with the removal of 88 trees, as well as the same level of landscaping. Under this Alternative, the amount of grading and impervious surfaces would be the same as the proposed Project, as this Alternative approximates 100,800 cubic yards of soil to be moved around on-site, with balanced grading of the site as well. (Draft EIR, p. VI-10)

The potential environmental impacts associated with Alternative B are described in Chapter VI of the Draft EIR (Draft EIR, pp. VI-10-VI-13 and VI-15-VI-23) and are compared to

the environmental impacts associated with the proposed Project. (Draft EIR, pp. VI-10-VI-13 and VI-15-VI-23)

Aesthetics

Under Alternative B, all impacts to aesthetics would be similar to those of the proposed Project. Under this Alternative, there would be a less-than-significant impact to scenic vistas, and to the existing visual character or quality of public views of the site and its surroundings. Under this Alternative, there would also be no impact to scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Since this Alternative would involve demolition of the existing buildings on-site, and construction of the proposed warehouse with reduced square footage, new sources of light or glare would still be introduced on-site, and impacts would be similar to those identified under the proposed Project. Similar to the proposed Project, significant impacts to aesthetics associated with Alternative B would be completely mitigated by implementing the mitigation measures listed in Table II-1 and included in the Initial Study (Appendix A to the Draft EIR). (Draft EIR, p. VI-10)

Air Quality

Air quality impacts during construction would be slightly less under this Alternative than the proposed Project because this Alternative involves less development. Long-term operational air quality impacts from stationary emissions would also be less under this Alternative compared to the proposed Project. This is because Alternative B involves fewer square feet of development, resulting in less natural gas and electricity consumption and associated air pollution than the Project. Alternative B would not conflict with or obstruct implementation of the applicable air quality plan, and would result in a less-than-significant impact, which is similar to the Project. Also similar to the Project, Alternative B would result in significant and unavoidable impacts related to a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard. Both the Project and Alternative B would have a less-than-significant impact with mitigation when it comes to exposing sensitive receptors to substantial pollutant concentrations. Impacts associated with other emissions (such as those leading to odors) affecting a substantial number of people would be less than significant for both the Project and Alternative B. (Draft EIR, pp. VI-10-VI-11)

Biological Resources

The development of Alternative B would reduce the building square footage of the Project, but it would not significantly alter the amount of site preparation and grading activities that would be required. As with the proposed Project, site preparation and grading activities under Alternative B would require the removal of the existing vegetation that is located on the Project site. Under this Alternative, the same 88 trees would be removed. Similar to the proposed Project, if conducted

during the breeding season (February through August), vegetation removal and construction activities could directly impact nesting birds by removing trees or vegetation that support active nests. These impacts are similar to those identified under the proposed Project, and can be completely mitigated by implementing the mitigation measures listed in Table II-1 and included in the Initial Study (Appendix A to the Draft EIR). (Draft EIR, p. VI-11)

Cultural Resources

Under Alternative B, cultural resources impacts would be similar to the proposed Project because roughly the same amount of grading and ground-disturbing activities would be required. Therefore, should the site contain historical resources, unknown archaeological resources, or unknown human remains, implementation of Alternative B would result in similar cultural resource impacts compared to the proposed Project. These impacts can be mitigated to less-than-significant levels via the mitigation measures listed in Table II-1 and included in the Initial Study (Appendix A to the Draft EIR). (Draft EIR, p. VI-11)

Geology and Soils

The Project site would still be subjected to ground shaking and related hazards under both Alternative B and the proposed Project. Since grading and ground-disturbing activities associated with Alternative B would be similar to the proposed Project, a potentially significant impact to unknown paleontological resources could occur during excavation into native geologic formations below existing fill material, where fossils may be buried and physical destruction of fossils could occur. Similar to the proposed Project, this impact would be reduced to less-than-significant levels after mitigation. Alternative B would also require compliance with applicable building codes and be subject to the geotechnical report recommendations which would ensure that no significant earth resource impacts would be created under this Alternative. Therefore, similar to the proposed Project, significant geology and soils impacts under Alternative B can be completely mitigated and reduced to less-than-significant levels via the mitigation measures listed in Table II-1 and included in the Initial Study (Appendix A to the Draft EIR). (Draft EIR, pp. VI-11-VI-12)

Greenhouse Gas Emissions

Overall, GHG emissions would be less than they would be under the proposed Project because there would be less development under this Alternative. Under this Alternative, the total building area developed would be less than the Project; therefore, this Alternative would generate a reduced amount of construction and operational GHG emissions compared to the Project. However, because of the size of the Project, total GHG emissions would exceed applicable thresholds, which would be a significant impact. GHG-reduction mitigation recommended for the Project would reduce but not eliminate this impact, and the impact would remain significant and unavoidable. While Alternative B would also be subject to the same GHG-reduction measures as the project, GHG impacts would remain significant and unavoidable like the Project. Alternative

B would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases, and impacts would be less than significant, similar to the Project. (Draft EIR, p. VI-12)

Hazards and Hazardous Materials

The reduction in building square footage associated with Alternative B is not anticipated to substantially change the hazards and hazardous materials impacts associated with the Project. Implementation of Alternative B would result in less-than-significant impacts related to the routine use, transport and disposal of hazardous materials, similar to the Project. Also similar to the proposed Project, under this Alternative, there would be no impact when it comes to emitting hazardous emissions within one-quarter mile of an existing or proposed school. Also similar to the proposed Project, there would be no impact associated with airport proximity and wildland fires under this Alternative. Implementation of Alternative B would also result in less-than-significant impacts to an adopted emergency response plan or emergency evacuation plan. Alternative B would result in significant but mitigatable impacts related to accidental release of hazardous materials, which is similar to the impacts associated with the Project. Like the proposed Project, Alternative B's significant hazards and hazardous materials impacts can also be completely mitigated and reduced to less-than-significant levels via the mitigation measures listed in Table II-1 and included in the Initial Study (Appendix A to the Draft EIR). (Draft EIR, p. VI-12)

Noise

The reduction in building square footage associated with Alternative B is not anticipated to substantially change the noise impacts associated with the Project. Although less construction would be associated with Alternative B due to a reduction in square footage, this Alternative would still result in less-than-significant impacts related to construction noise, similar to the proposed Project. Also similar to the proposed Project, Alternative B would result in less-than-significant operational noise impacts. Construction-related vibration levels for the proposed Project are not anticipated to exceed 0.3 in/sec PPV at the nearest structures, resulting in a less-than-significant impact. This impact would also remain less than significant under Alternative B. The Project site is located approximately four miles from the nearest airport, and the proposed Project would not expose people working at the site to excessive aircraft noise, resulting in a less-than-significant impact. This impact would remain less than significant under Alternative B, since the distance from the airport would not change. Overall impacts related to noise would be less under Alternative B than under the proposed Project, but would remain less-than-significant, like the proposed Project. (Draft EIR, pp. VI-12-VI-13)

Transportation

Compared to the proposed Project, Alternative B would result in approximately 25 percent fewer daily vehicle trips as well as approximately 25 percent fewer trips during the AM and PM peak hours. Alternative B would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and impacts would be less than significant. Alternative B would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), nor would it result in inadequate emergency access, therefore resulting in less than significant impacts. Alternative B would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) related to VMT, and impacts would be significant and unavoidable, similar to the proposed Project. Although Alternative B would result in similar impacts as the proposed Project, those impacts would all be reduced in nature. However, Alternative B would not reduce the Project's significant and unavoidable impacts related to VMT. (Draft EIR, p. VI-13)

Tribal Cultural Resources

Under Alternative B, tribal cultural resource impacts would be similar to the proposed Project because roughly the same amount of grading and ground-disturbing activities would be required. Therefore, should the site contain any tribal cultural resources, implementation of Alternative B would result in similar tribal cultural resource impacts compared to the proposed Project. These impacts can be mitigated to less-than-significant levels via the mitigation measures listed in Table II-1 and included in the Initial Study (Appendix A to the Draft EIR). (Draft EIR, p. VI-13)

Impacts: Alternative B, the Reduced Project Alternative, would not eliminate any significant impacts of the Project, however, some of the effects of the Project's significant impacts would be lessened. All other impacts from the Reduced Project Alternative would be similar to the Project. (Draft EIR, pp. VI-10-VI-13 and VI-15-VI-23)

Objectives and Feasibility: The Reduced Project Alternative would meet most of the Project objectives, although to a lesser degree. (Draft EIR, pp. VI-13 and VI-15-VI-23)

Finding: Although Alternative B would not eliminate any significant impacts of the Project, some of the effects of the Project's significant impacts would be lessened. Additionally, Alternative B would not meet all of the Project objectives. For these reasons, the Planning Commission rejects Alternative B, the Reduced Project Alternative, and this alternative is eliminated from further consideration.

D. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In addition to the discussion and comparison of impacts of the proposed Project and the alternatives, Section 15126.6 of the CEQA Guidelines requires that an "environmentally superior"

alternative be selected and the reasons for such a selection disclosed. In general, the environmentally superior alternative is the alternative that would be expected to generate the least amount of significant impacts. Identification of the environmentally superior alternative is an informational procedure and the alternative selected may not be the alternative that best meets the goals or needs of the City and/or Project applicant. Section 15126.6(e)(2) of the CEQA Guidelines also requires that if the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. (Draft EIR, p. VI-14)

Based on the analysis provided in Chapter VI of the Draft EIR, Alternatives to the Proposed Project, and in the Alternatives Comparison Table (see Table VI-1, Draft EIR, pp. VI-15-VI-23), it has been determined that Alternative B (Reduced Project Alternative) would be the environmentally superior alternative. Although Alternative B would not eliminate any significant impacts of the Project, some of the effects of the Project’s significant impacts would be lessened. Additionally, Alternative B would not meet all of the Project objectives. For these reasons, the Planning Commission rejects Alternative B, the Reduced Project Alternative, and this alternative is eliminated from further consideration. (Draft EIR, p. VI-14)

SECTION 9. ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS

The Planning Commission hereby declares that, pursuant to the State CEQA Guidelines Section 15093, the Planning Commission has balanced the benefits of the proposed Project against any unavoidable environmental impacts in determining whether to approve the proposed Project. Pursuant to the State CEQA Guidelines, if the benefits of the proposed Project outweigh the Project’s unavoidable adverse environmental impacts, those impacts may be considered “acceptable.”

Having reduced the adverse significant environmental effects of the proposed Project to the extent feasible by adopting the Mitigation Measures contained in the EIR, the Mitigation Monitoring and Reporting Program (MMRP), and this Resolution, having considered the entire administrative record on the Project, and having weighed the benefits of the proposed Project against its unavoidable adverse impact after mitigation, the Planning Commission has determined that each of the following social, economic and environmental benefits of the proposed Project separately and individually outweigh the potential unavoidable adverse impact and render those potential adverse environmental impacts acceptable based upon the following overriding considerations:

- A. The proposed Project provides development of a functional, well serviced, and attractive logistics center that is sensitive to its setting in proximity to surrounding land uses, and that improves and maximizes economic viability within the City by

the orderly redevelopment of an unoccupied property into a productive industrial use;

- B. The Project Applicant expects the proposed Project will support about 375 ongoing on-site jobs based on warehouse size and parking availability. This represents about 0.76 employees per 1,000 square feet, which is consistent with industry standards. Annually, a total of \$24.4 million in employee compensation is expected to be associated with the ongoing operation of the warehouse;
- C. Upon completion, the Project's proposed uses are to include advanced manufacturing, e-commerce, light assembly, warehouse/distribution, among other uses permitted by code. In doing so, the Project will further diversify the City's economy and secure the City's position in the regional, State, and international marketplace;
- D. The proposed Project attracts new employment-generating business to the City of Milpitas thereby reducing the need for members of the local workforce to commute outside the area for employment;
- E. The proposed Project creates short-term construction jobs that would generate increases in construction employee wages, as well as a multiplier effect of those wages that will create secondary jobs to support Project-related construction activities and the needs of construction workers. The addition of new jobs to the City of Milpitas will create direct and indirect economic benefits, such as increased tax income to the City and spending on goods and services;
- F. The proposed Project will help to strengthen and diversify the City's economy by adding buildings that are in strong demand by logistics companies in the regional, State, and international marketplace;
- G. The proposed Project provides adequate and upgraded infrastructure, roadway improvements, utility improvements, and contributions to public services;
- H. The proposed Project will generate about \$240,000 annually in public revenues to the City of Milpitas General Fund at Project completion. These revenues would be available to the City to support expenditures on General Fund public services, including police, fire, and parks and recreation services;
- I. Implementation of the proposed Project will result in payment of Development Impact Fees, City permitting fees, and property taxes, that would benefit the City of Milpitas by increasing available funding for needed public services and infrastructure;

- J. At Project buildout, property tax is expected to generate approximately \$1.1 million in net new property taxes, based on the estimated incremental increase in the assessed value of the property. County departments and districts collectively receive 20 percent of the property tax revenue, or \$220,600 annually and \$4.41 million over 20 years. The remaining share of the Project's property tax revenue is allocated to the San Jose-Evergreen Community College District, the State's Education Revenue Augmentation Fund, and a water and air quality districts; and
- K. The proposed Project will redevelop a former property, thereby eliminating the vacancy and neglect that has occurred due to the property not being occupied or reused since 2015.

The Planning Commission hereby declares that the foregoing benefits provided to the public through the approval and implementation of the proposed Project outweigh the identified significant adverse environmental impact of the proposed Project that cannot be mitigated. The Planning Commission finds that each of the Project's benefits separately and individually outweigh all of the unavoidable adverse environmental effects identified in the EIR and therefore finds those impacts to be acceptable.

SECTION 10. ADOPTION OF THE MITIGATION MONITORING AND REPORTING PROGRAM

Pursuant to Public Resources Code section 21081.6, the Planning Commission hereby adopts the Mitigation Monitoring and Reporting Program (MMRP) attached to this Resolution as Exhibit "A." Implementation of the mitigation measures contained in the MMRP is hereby made a condition of approval of the proposed Project. In the event of any inconsistencies between the mitigation measures set for herein and the MMRP, the MMRP shall control.

SECTION 11. CERTIFICATION

The Planning Commission finds that it has been presented with the EIR, which it has reviewed and considered, and further finds that the EIR is an accurate and objective statement that has been completed in full compliance with CEQA, the State CEQA Guidelines and the City's Local CEQA Guidelines and that the EIR reflects the independent judgment and analysis of the Planning Commission.

The Planning Commission declares that no evidence of new significant impacts as defined by the State CEQA Guidelines Section 15088.5 have been received by the Planning Commission after circulation of the Draft EIR which would require recirculation.

Therefore, the Planning Commission hereby certifies the EIR based on the entirety of the record of proceedings.

SECTION 12. CUSTODIAN OF RECORD

The documents and materials that constitute the record of proceedings on which this Resolution has been based are located at 455 East Calaveras Boulevard, Milpitas, CA. The custodian for these records is Ned Thomas, Planning Director. This information is provided in compliance with Public Resources Code section 21081.6.

SECTION 13. NOTICE OF DETERMINATION

A Notice of Determination shall be filed with the County of Santa Clara and the State Clearinghouse within 5 (five) working days of final Project approval.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Milpitas on March 24, 2021.

DocuSigned by:

 Apr-08-2021
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Chair

TO WIT:

COMMISSIONER	AYES	NOES	ABSENT	ABSTAIN
Steve Tao, Chair		✓		
Mercedes Albana	✓			
Timothy Alcorn	✓			
Steve Belong	✓			
Bill Chuan	✓			

Larry Ciardella	✓			
Alexander Galang	✓			

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 24, 2021, and carried by the following roll call vote:

Exhibit “A”

MITIGATION MONITORING AND REPORTING PROGRAM

IV. MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to CEQA Guidelines (California Code of Regulations, Title 14), which state the following:

In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

The public agency may choose whether its program will monitor mitigation, report on mitigation, or both. "Reporting" generally consists of a written compliance review that is presented to the decision-making body or authorized staff person. A report may be required at various stages during project implementation or upon completion of the mitigation measure. "Monitoring" is generally an ongoing or periodic process of project oversight. There is often no clear distinction between monitoring and reporting and the program best suited to ensuring compliance in any given instance will usually involve elements of both.

Table IV-1 lists the potentially significant impacts and proposed mitigation measures identified in the Final Environmental Impact Report (Final EIR). Table IV-1 describes the timing of implementation of the mitigation measures (i.e., when the measure will be implemented) and the City of Milpitas (City) staff or individual responsible for ensuring implementation of the measures. Finally, Table IV-1 describes the City staff or individual responsibility for monitoring the mitigation measures.

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**Table IV-1
Mitigation Monitoring and Reporting Program**

Environmental Impact	Mitigation Measures	Implementation Responsibility & Timing	Monitoring Responsibility	Performance Objective
AESTHETICS				
Impact AES-1: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area Significance of Impact Before Mitigation: Significant Significance of Impact After Mitigation: Less Than Significant	Mitigation Measure AES-1: Outdoor lighting shall be designed to minimize glare and spillover to surrounding properties. The project design and building materials shall incorporate non-mirrored glass to minimize daylight glare. All lighting elements shall comply with Sections XI-10-54.17 of the City's Zoning Code and the proposed lighting plan shall be reviewed and approved by the City's Planning Department prior to issuance of a building permit.	Implementation Responsibility: Project Applicant Implementation Frequency: Prior to issuance of Building Permit	Monitoring Responsibility: City of Milpitas Planning Department	Initials _____ Date _____
AIR QUALITY				
Impact AIR-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard Significance of Impact before Mitigation: Significant Significance of Impact After Mitigation: Significant and Unavoidable	Mitigation Measure AIR-1: Tenant-Owned Vehicle Model Year Requirement At the beginning of Project tenancy, the Project Applicant shall submit proof of evidence to the City of Milpitas that any tenant-owned vehicles above 14,000 pounds gross vehicle weight rating (GVWR) accessing the Project site are solely powered by 2014 or newer engine models. Proof of evidence of Tenant-Owned Vehicle Model Year Requirement include, but is not limited to: Department of Motor Vehicles registration records; emission control labels on individual vehicles; or records from Truck Regulation Up-load, Compliance, and Reporting System (TRUCRS).	Implementation Responsibility: Project Applicant Implementation Frequency: During Project operation	Monitoring Responsibility: City of Milpitas Planning Department City of Milpitas Public Works Department	Initials _____ Date _____

Environmental Impact	Mitigation Measures	Implementation Responsibility & Timing	Monitoring Responsibility	Performance Objective
	<i>Mitigation Measure AIR-2: Emission Offsets</i> At the beginning of Project tenancy, the Project Applicant, with the oversight of City of Milpitas Planning Department, shall implement emission offset program(s), as necessary, to reduce Project emissions below 10 tons per year for a minimum of 3 years. The NOx emissions offset shall either be based on the existing EIR analysis (a reduction of 2.2 tons of NOx per year) or based on an updated NOx emissions inventory of the tenant-specific vehicle fleets and annual vehicle miles traveled. The Project Applicant shall participate in either of the following NOx offset programs or a combination of both to reduce Project NOx emissions below 10 tons per year: 1. Directly implement a specific offset program (such as requiring Project tenant(s) to replace equipment in the existing tenant-owned operation fleet) to reduce Project NOx emissions below 10 tons per year, subject to the City of Milpitas Planning Department's approval. To qualify under this mitigation measure, the specific emissions offset Project must result in emissions reductions within the San Francisco Bay Area Air Basin that are real, surplus, quantifiable, enforceable, and would not otherwise be achieved through compliance with existing regulatory requirements or any other legal requirement. Prior to implementation of the direct offset projects, the Project Applicant must obtain Planning Department's approval of the proposed offset projects by providing documentation of the estimated annual NOx reduction within the San Francisco Bay Area Air Basin. The Project sponsor shall notify the Planning Department within six months of completion of the offset projects for verification. 2. Fund NOx emissions reductions projects to be completed by an independent third-party approved by the City, such as the BAAQMD's Bay Area Clean Air Third Foundation			

Environmental Impact	Mitigation Measures	Implementation Responsibility & Timing	Monitoring Responsibility	Performance Objective
	(Independent Party) in an amount to be determined at the time of the impact. Funds shall be sufficient to sponsor NOx emissions reduction offset projects to reduce the Project NOx emissions below 10 tons per year. For this option, the Project Applicant is required to enter into a Memorandum of Understanding (MOU) with the Independent Third Party. The MOU will include details regarding the funds to be paid, administrative fee and the timing of the emissions reductions project(s). Acceptance of this fee by the Independent Third Party shall serve as an acknowledgement and commitment by the Independent Third Party to: (1) implement an emissions reduction project(s) with a time frame to be determined based on the type of project(s) selected, after receipt of the mitigation fee to achieve the emission reduction objectives specified above; and (2) provide documentation to the City of Milpitas Planning Department and the Project Applicant describing the amount of mitigation fee and the project(s) funded by the mitigation fee, including the amount of emissions of NOx reduced (tons) within the San Francisco Bay Area Air Basin from the emissions reduction project(s). If there is any remaining unspent portion of the mitigation fee following implementation of the emission reduction project(s), the Project Applicant shall be entitled to a refund in that amount from the Independent Third Party. To qualify under this mitigation measure, the specific emissions reduction project must result in emission reduction within the San Francisco Bay Area Air Basin that are real, surplus, quantifiable, enforceable, and would not otherwise be achieved through compliance with existing regulatory requirements or any other legal requirement. If the Project Applicant is able to demonstrate that the NOx			

Environmental Impact	Mitigation Measures	Implementation Responsibility & Timing	Monitoring Responsibility	Performance Objective
	emissions generated by the Project are less than 10 tons per year for three consecutive years (i.e., NOx emissions offsets were not necessary over the three-year time period), then the Project Applicant may request authorization via a waiver to cease future monitoring and reporting of the NOx emission offset program(s). The waiver application shall contain a tenant-specific NOx emission inventory for review and approval by City of Milpitas Planning Department. If the Project operations will substantially expand, alter, or a change of tenancy will occur, the City of Milpitas may revoke the waiver.			
Impact AIR-3: Expose sensitive receptors to substantial pollutant concentrations Significance of Impact Before Mitigation: Significant Significance of Impact After Mitigation: Less Than Significant	Mitigation Measure AIR-3: Fugitive Dust Control during Project Construction During Project construction, the contractor shall implement a dust control program that includes the following measures recommended by the Bay Area Air Quality Management District (BAAQMD): • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as	Implementation Responsibility: Project Applicant/ Construction Contractor Implementation Frequency: During demolition, grading, and construction	Monitoring Responsibility: City of Milpitas Planning Department	Initials _____ Date _____

Environmental Impact	Mitigation Measures	Implementation Responsibility & Timing	Monitoring Responsibility	Performance Objective
	soon as possible after grading unless seeding or soil binders are used. • A publicly visible sign shall be posted with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD phone number shall also be visible to ensure compliance with applicable regulations. The above measures shall be included in contract specifications. In addition, an independent construction monitor shall conduct periodic site inspections, but in no event less than four total inspections, during the course of construction to ensure these mitigation measures are implemented and shall issue a letter report to the City of Milpitas Building Division documenting the inspection results. Reports indicating non-compliance with construction mitigation measures shall be cause to issue a stop work order until such time as compliance is achieved.			

Environmental Impact	Mitigation Measures	Implementation Responsibility & Timing	Monitoring Responsibility	Performance Objective
BIOLOGICAL RESOURCES				
Impact BIO-1: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites Significance of Impact Before Mitigation: Potentially Significant Significance of Impact After Mitigation: Less Than Significant	Mitigation Measure BIO-1 Nesting Birds and Roosting Bats: If feasible, all vegetation removal shall be conducted during the non-breeding season (i.e., September 1 to January 31) to avoid direct impacts to nesting birds. If such work is scheduled during the breeding season, a qualified biologist or ornithologist shall conduct a pre-construction survey to determine if any birds are nesting within the project site. The pre-construction survey shall be conducted within 15 days prior to the start of work from March through May (since there is a higher potential for birds to initiate nesting during this period) and within 30 days prior to the start of work from June through July. If active nests are found during the survey, the biologist or ornithologist shall determine an appropriately sized buffer around the nest in which no work shall be allowed until the young have successfully fledged. The size of the buffer shall be determined by the biologist or ornithologist in consultation with the California Department of Fish and Wildlife, and would be based on the nesting species, its sensitivity to disturbance, and the expected types of disturbance. In order to avoid impacts to roosting bats, a pre-construction habitat assessment and survey(s) for bat roosts shall be conducted in any large trees (dbh >24 inches) within 100 feet of any planned work areas and in any buildings planned for demolition. This effort shall occur prior to the start of work to evaluate whether potential roost habitat occurs and to determine the type (i.e., maternity or non-maternity) and status (i.e., active or inactive) of the roost. If an active maternity or special-status bat roost is found, removal of maternity roost trees or building shall be avoided during the maternity roosting season or until a qualified biologist determines the roost has been vacated. Felled trees without maternity or special-status roosts shall be allowed to lay on the ground for one night to allow any undetected roosting bats to leave the tree before it is chipped or taken off-site.	Implementation Responsibility: Project Applicant/ Construction Contractor Implementation Frequency: Prior to demolition	Monitoring Responsibility: City of Milpitas Planning Department	Initials _____ Date _____

Environmental Impact	Mitigation Measures	Implementation Responsibility & Timing	Monitoring Responsibility	Performance Objective
CULTURAL RESOURCES				
Impact CULT-1: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 Significance of Impact Before Mitigation: Potentially Significant Significance of Impact After Mitigation: Less Than Significant	Mitigation Measure CULT-1 – Unanticipated Discovery Protocol for Archaeological Resources: If indigenous or historic-era archaeological resources are encountered during proposed Project development or operation, all activity within 100 feet of the find shall cease and the find shall be flagged for avoidance. The City and a qualified archaeologist, defined as one meeting the U.S. Secretary of the Interior's Professional Qualifications Standards for Archeology, shall be immediately informed of the discovery. The qualified archaeologist shall inspect the find within 24 hours of discovery and notify the City of their initial assessment. If the resource is indigenous, the City shall also contact relevant California Native American Tribes to assist in determining if the resource may qualify as a tribal cultural resource. If the City determines, based on recommendations from the qualified archaeologist and, if the resource is indigenous, relevant California Native American Tribes, that the resource may qualify as a historical resource or unique archaeological resource (as defined in CEQA Guidelines § 15064.5), or a tribal cultural resource (as defined in PRC § 21074), the resource shall be avoided if feasible. Avoidance means that no activities associated with the proposed Project that may affect cultural resources shall occur within the boundaries of the resource or any defined buffer zones. If avoidance is not feasible, the City shall consult with appropriate Native American tribes (if the resource is indigenous) and other appropriate interested parties to determine treatment measures to avoid, minimize, or mitigate any potential impacts to the resource pursuant to Public Resources Code § 21083.2 and CEQA Guidelines § 15126.4. This shall include documentation of the resource and may include data recovery or other measures. 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	Implementation Responsibility: Project Applicant/ Construction Contractor Implementation Frequency: During grading and construction	Monitoring Responsibility: City of Milpitas Planning Department	Initials _____ Date _____

Environmental Impact	Mitigation Measures	Implementation Responsibility & Timing	Monitoring Responsibility	Performance Objective
	recovery of important scientific data contained in the portion(s) of the significant resource. The resource and treatment method shall be documented in a professional-level technical report to be filed with the California Historical Resources Information System. Work in the area may commence upon completion of approved treatment and under the direction of the qualified archaeologist.			
Impact CULT-2: Disturb any human remains, including those interred outside of dedicated cemeteries Significance of Impact Before Mitigation: Potentially Significant Significance of Impact After Mitigation: Less Than Significant	Mitigation Measure CULT-2 – Unanticipated Discovery Protocol for Human Remains: If human remains are uncovered during proposed Project construction, all work shall immediately halt within 100 feet of the find and the Santa Clara County Coroner shall be contacted to evaluate the remains and follow the procedures and protocols set forth in CEQA Guidelines § 15064.5(e)(1). If the Santa Clara County Coroner determines that the remains are Native American, the City shall contact the Native American Heritage Commission (NAHC), in accordance with Health and Safety Code § 7050.5(c) and Public Resources Code § 5097.98. As required by Public Resources Code § 5097.98, the City shall ensure that further development activity avoids damage or disturbance in the immediate vicinity of the Native American human remains, according to generally accepted cultural or archaeological standards or practices, until the City has conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.	Implementation Responsibility: Project Applicant/ Construction Contractor Implementation Frequency: During grading and construction	Monitoring Responsibility: City of Milpitas Planning Department	Initials _____ Date _____
GEOLOGY AND SOILS				
Impact GEO-1: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature Significance of Impact Before	Mitigation Measure GEO-1: The applicant shall inform its contractor(s) of the sensitivity of the project area for paleontological resources and shall include the following directive in the appropriate contract documents. The City	Implementation Responsibility: Project Applicant/ Construction Contractor	Monitoring Responsibility: City of Milpitas Planning Department	Initials _____ Date _____

Environmental Impact	Mitigation Measures	Implementation Responsibility & Timing	Monitoring Responsibility	Performance Objective
Mitigation: Potentially Significant Significance of Impact After Mitigation: Less Than Significant	shall verify that the following directive is included in the appropriate contract documents: “The subsurface of the construction site may be sensitive for paleontological resources. The contractor shall provide information to construction crews on how to recognize paleontological resources. If paleontological resources are encountered during project subsurface construction, all ground disturbing activities within 25 feet of the find shall be redirected and the City and a qualified paleontologist contacted to assess the paleontological resources. Project personnel shall not collect or move any paleontological materials. Paleontological resources include fossil plants and animals, and such trace fossil evidence of past life as animal tracks.” The City and a qualified paleontologist shall make recommendations for the treatment of the discovery. If found to be significant, and project activities cannot avoid the paleontological resources, adverse effects to paleontological resources shall be mitigated. Mitigation may include monitoring, recording the fossil locality, data recovery and analysis, preparation of a technical report, and providing the fossil material and technical report to a paleontological repository, such as the University of California Museum of Paleontology. Public educational outreach may also be appropriate. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City for review.	Implementation Frequency: During grading and construction		
GREENHOUSE GAS EMISSIONS				
Impact GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	Mitigation Measure GHG-1: Greenhouse Gas Reduction Plan: As a part of the application package for construction-related permits, the Project Applicant shall prepare a GHG Reduction Plan to demonstrate that the Project's GHG emissions per employee would be below the interim 2030 GHG threshold (2.9 metric tons carbon	Implementation Responsibility: Project Applicant Implementation	Monitoring Responsibility: City of Milpitas Planning Department	Initials _____ Date

Environmental Impact	Mitigation Measures	Implementation Responsibility & Timing	Monitoring Responsibility	Performance Objective
Significance of Impact Before Mitigation: Significant Significance of Impact After Mitigation: Significant and Unavoidable	dioxide equivalent per service population) with the implementation of GHG reduction measures. Applicable GHG reduction measures include the following options: • Implementation of the Transportation Demand Management ("TDM") Plan, described in Mitigation Trans-1; • Increase installation of Level 2 charging stations from 22 (6 percent of total stalls) to 37 (10 percent of total stalls); • Provide conduit for 50 EV charging stations (48 percent of total truck docks) either at the dock doors on in the truck court for future EV trucks; • Site employers who own and operate truck fleets shall be required to inform their drivers of the anti-idling requirement; • Future industrial operations shall prohibit idling of on-and-off road heavy-duty diesel vehicles for prolonged periods; and • The Project will provide 10% of its electricity consumption by on-site solar installation at the building roof. Other applicable GHG reduction measures that may be feasible include, but are not limited to, the following options: • Eliminating natural gas use at the Project site (approximately 3 percent reduction in total GHG emissions); • Enroll in the program to purchase Silicon Valley Clean Air Energy Certificates; • Other applicable action items included in the City of Milpitas Climate Action Plan; and	Frequency: During Project operation		_____

Environmental Impact	Mitigation Measures	Implementation Responsibility & Timing	Monitoring Responsibility	Performance Objective
	Concrete Truck courts to reduce Heat Island effect. For physical GHG reduction measures to be incorporated into the design of the Project, the measures shall be included on the drawings submitted for construction-related permits. If, after exhaustion of feasible physical design features and operational features specific to the Project, the Project's GHG emissions would still exceed the 2030 threshold, discussed above, the Project shall include the purchase of carbon credits as a reduction measure. The amount of carbon credits shall at least cover the difference between the interim 2030 threshold and the Project's GHG emissions after the consideration of design features, to be determined in the GHG Reduction Plan. The cost of carbon credit purchases shall be based on current market value at the time purchased and shall be based on the Project's operational emissions estimated in the GHG Reduction Plan or subsequent approved emissions inventory, which may result in emissions that are higher or lower than those estimated in the GHG Reduction Plan. All carbon credits shall be purchased from a carbon offset registry (the registry) approved by CARB. The carbon credit shall be verifiable by the City of Milpitas and enforceable in accordance with the registry's applicable standards, practices, or protocols. The purchase of the carbon credits must substantively satisfy the requirements set forth in both subdivisions (d)(1) and (d)(2) of California Health and Safety Code §38562: real, permanent, quantifiable, verifiable, enforceable, and additional. The purchase of the carbon credits shall be approved by the City of Milpitas, and verified by an independent verifier who meets stringent levels of professional qualification (i.e., Accreditation Program for GHG Validation/Verification Bodies under the American National Standards Institute's National Accreditation Board, a GHG Emissions Lead Verifier accredited by CARB, or equivalent). The amount of the carbon credits and the locations of the GHG-reducing programs generating these carbon credits shall be			

Environmental Impact	Mitigation Measures	Implementation Responsibility & Timing	Monitoring Responsibility	Performance Objective
	determined in accordance with the following preferences: - Off-site within the immediate neighbourhood surrounding the Project site, bounded by West Calaveras Boulevard to the north, Interstate 680 to the east, Montague Expressway to the South, and Interstate 880 to the west; - Within the City of Milpitas; - Within the San Francisco Bay Area Air Basin; and - Within the State of California.			
HAZARDS AND HAZARDOUS MATERIALS				
Impact HAZ-1: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment Significance of Impact Before Mitigation: Potentially Significant Significance of Impact After Mitigation: Less Than Significant	Mitigation Measure HAZ-1: Mitigation Measure HAZ-1: A Soil Management Plan (SMP) shall be prepared by a qualified environmental professional to outline soil management protocols that would be implemented during Project construction to ensure that construction workers, the public, future site occupants, and the environment would not be exposed to hazardous materials (e.g., arsenic) that may be present in soil at the Project site. The SMP shall be submitted to the City for review and approval prior to issuance of demolition or grading permits. The SMP shall include, but not be limited to the following: - Procedures for soil management including identification and testing of contaminants, soil stockpiling procedures, soil reuse guidelines, and soil disposal methods. - Requirements for notification to the City and any applicable regulatory agency(ies) of previously unknown hazardous materials found in soil during development.	Implementation Responsibility: Project Applicant Implementation Frequency: Prior to issuance of grading permits	Monitoring Responsibility: City of Milpitas Planning Department	Initials _____ Date _____

Environmental Impact	Mitigation Measures	Implementation Responsibility & Timing	Monitoring Responsibility	Performance Objective
	Guidelines for controlling dust during excavation and grading. All recommendations included in the SMP shall be implemented during the demolition, grading, and construction phase of the Project. Prior to the City's approval of building occupancy, the applicant shall provide the City with a report prepared by a qualified environmental professional documenting that soils on the Project site were managed in accordance with the SMP during demolition, grading, and construction, and that appropriate safeguards (e.g., capping of remaining arsenic impacted soil with clean fill or hardscape materials) have been incorporated into the project design, as necessary, to ensure that the public, future site occupants, and the environment would not be exposed to unacceptable health risks from residual hazardous materials in the subsurface of the Project site.			
TRANSPORTATION				
Impact TRANS-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) Significance of Impact Before Mitigation: Significant Significance of Impact After Mitigation: Significant and Unavoidable	Mitigation Measure TRANS-1: The Project applicant shall implement a travel demand management program for all employees with the goal of reducing the use of single-occupant vehicles for commuting. The measures most likely to be effective given the Project's location and expected use type include the following (measures are identified with the California Air Pollution Control Officers (CAPCOA) <i>Quantifying Greenhouse Gas Mitigation Measures</i> (August 2010) measure number and VMT reduction effectiveness range): - Implement a commute trip reduction program with required implementation and monitoring (CAPCOA measure TRT-2, effectiveness range 4.2% - 21.0%); - Provide ride-sharing programs (CAPCOA measure TRT-3, effectiveness range 1 – 15%);	Implementation Responsibility: Project Applicant Implementation Frequency: During Project operation	Monitoring Responsibility: City of Milpitas Planning Department City of Milpitas Public Works Department	Initials _____ Date _____

Environmental Impact	Mitigation Measures	Implementation Responsibility & Timing	Monitoring Responsibility	Performance Objective
	- Implement subsidized or discounted transit program (CAPCOA measure TRT-4, effectiveness range 0.3% - 20%); - Provide end-of-trip facilities (CAPCOA measure TRT-5, effectiveness based on effectiveness of measures TRT-2 and TRT-3); - Implement commute trip reduction marketing (CAPCOA measure TRT-7, effectiveness range 0.8% - 4.0%); - Implement car-sharing program (CAPCOA measure TRT-9, effectiveness range 0.4% - 0.7%); - Restripe Green Bike lanes along property frontage; and - Bike locker subsidy. (a) VMT Strategy Report - Prior to the issuance of an occupancy permit (Tenant to provide after 90 days of occupation), the Project Applicant (or Project site operator) shall prepare a VMT Strategy Report that includes the following items: - Identification of a baseline Project home-based work VMT per employee estimate, which shall be determined using project-specific information derived from location-based data services such as StreetLight data which can estimate the trip generation, trip lengths, and VMT for the site. This shall be supplemented/verified by driveway counts, employee commute mode surveys, and employee residence data which can provide a second VMT estimate to verify the StreetLight estimate. Other methods may be approved by City staff if new data sources and methods become available by the time of the Project is occupied. - Identification of the Santa Clara County regional home-based work VMT per employee, also derived from StreetLight data to provide an apples to apples comparison to the Project-specific baseline.			

Environmental Impact	Mitigation Measures	Implementation Responsibility & Timing	Monitoring Responsibility	Performance Objective
	• Identification of the percent reduction in VMT needed to achieve the target of 15 percent below the regional average. • Identification of selected transportation demand management strategies per the above list, and others if appropriate. • Demonstration of how the TDM strategies in the VMT Strategy Report would reduce the home-based work VMT per employee generated by the Project to 15 percent below the countywide average home-based work VMT per employee. After implementing the transportation demand management strategies selected in the VMT Strategy Report upon occupancy of the Project, the effectiveness of these measures relative to the performance target noted previously must be monitored, as follows. (b) Project Site VMT Monitoring Approach • The Project shall be monitored by the City or by the Project application/operator on an annual basis to determine the efficacy of the selected transportation demand management strategies in achieving the performance target of 15 percent below the regional average. The monitoring shall include Project-generated VMT estimates compatible with the methodology used to estimate project baseline VMT so that performance comparisons can be made. The methodology for setting the baseline VMT and measuring the annual performance shall be defined in the VMT Strategy Report. • An annual monitoring memorandum shall be submitted to City staff. If the Project site is found not to be in compliance with the mitigation measure, the Project must incorporate additional transportation demand management strategies to meet the performance target. The Project applicant/operator may propose new strategies that develop over time to further reduce Project-generated VMT if substantial evidence is			

Environmental Impact	Mitigation Measures	Implementation Responsibility & Timing	Monitoring Responsibility	Performance Objective
	provided to support the efficacy of the strategy. If a 15% VMT reduction is achieved for three consecutive years, the project will no longer need to provide annual reporting. (c) Alternative Monitoring Approach The City of Milpitas may develop a citywide VMT monitoring program to allow global monitoring of City VMT, which may provide cost efficiencies and be a more effective way to track VMT generation by various uses in the City. The monitoring program could make use of emerging technologies including location-based services on cell phones and in vehicles to track trip lengths, along with traditional technologies such as driveway traffic counts. If such a program is developed, the Project could participate in the monitoring and demonstrate performance relative to the Project's VMT target.			
Cumulative Impact TRANS-5: Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) Significance of Impact Before Mitigation: Significant Significance of Impact After Mitigation: Significant and Unavoidable	Mitigation Measure: See Mitigation Measure TRANS-1 above.	Implementation Responsibility: Project Applicant Implementation Frequency: During Project operation	Monitoring Responsibility: City of Milpitas Planning Department City of Milpitas Public Works Department	Initials _____ Date _____
TRIBAL CULTURAL RESOURCES				
Impact TRIBAL CULT-1: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074	Mitigation Measure: See Mitigation Measures CULT-1 and CULT-2 above.	Implementation Responsibility: Project Applicant	Monitoring Responsibility: City of Milpitas Planning Department	Initials _____

Environmental Impact	Mitigation Measures	Implementation Responsibility & Timing	Monitoring Responsibility	Performance Objective
as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) Significance of Impact Before Mitigation: Potentially Significant Significance of Impact After Mitigation: Less than Significant		Implementation Frequency: During grading and construction		Date _____
Impact TRIBAL CULT-2: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe,	Mitigation Measure: See Mitigation Measure CULT-1 and CULT-2 above.	Implementation Responsibility: Project Applicant Implementation Frequency: During grading and construction	Monitoring Responsibility: City of Milpitas Planning Department	Initials _____ Date _____

Environmental Impact	Mitigation Measures	Implementation Responsibility & Timing	Monitoring Responsibility	Performance Objective
and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe Significance of Impact Before Mitigation: Potentially Significant Significance of Impact After Mitigation: Less than Significant				

Attachment C

1000 Gibraltar Drive Draft and Final Environmental Impact Report

<https://www.milpitas.gov/DocumentCenter/View/8836/Att-C-1000-Gibraltar-Draft-and-Final-EIR-ZIP>

1000 Gibraltar Drive

15164 Addendum to the 1000 Gibraltar Drive Final Environmental Impact Report (State Clearinghouse No. 2020069024)

City of Milpitas, Santa Clara County, California

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ACRONYMS AND ABBREVIATIONS

µg/m ³	micrograms per cubic meter
°F	degrees Fahrenheit
AB	Assembly Bill
ACM	asbestos-containing materials
APN	Assessor's Parcel Number
ARB	California Air Resources Board
BART	Bay Area Rapid Transit
BMP	Best Management Practice
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CBC	California Building Standards Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGS	California Geological Survey
DOC	California Department of Conservation
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
EOP	Emergency Operations Plan
ESA	Environmental Site Assessment
FAR	floor area ratio
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
HVAC	heating, ventilation, and air conditioning
LEED®	Leadership in Energy and Environmental Design
LID	Low Impact Development
M2	Heavy Industrial
MBTA	Migratory Bird Treaty Act
MFG	Manufacturing
mgd	million gallons per day
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
mph	miles per hour
MRP	Municipal Regional Permit

NAHC	Native American Heritage Commission
ND	Negative Declaration
NFHL	National Flood Hazard Layer
NPDES	National Pollutant Discharge Elimination System
NWIC	Northwest Information Center
O&M Plan	Operations & Maintenance Plan
PG&E	Pacific Gas and Electric Company
PRC	Public Resources Code
REC	Recognized Environmental Condition
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCP	Stormwater Control Plan
SCVHP	Santa Clara Valley Habitat Plan
SCVURPPP	Santa Clara Valley Urban Runoff Pollution Prevention Program
SFPUC	San Francisco Public Utilities Commission
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act
SMP	Soil Management Plan
SOI	Sphere of Influence
SWPPP	Storm Water Pollution Prevention Plan
TCR	Tribal Cultural Resource
UCMP	University of California Museum of Paleontology
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
WPCP	Water Pollution Control Plant
VOC	volatile organic compounds

1 - INTRODUCTION

Pursuant the California Environmental Quality Act (CEQA) Section 15164, this Addendum (herein after referred to as Addendum) and attached supporting documents have been prepared to determine whether and to what extent the 1000 Gibraltar Drive Environmental Impact Report (State Clearinghouse No. 2020069024, certified March 24, 2021), hereinafter referred to as the previous Final Environmental Impact Report (previous FEIR), prepared for the City of Milpitas (City) remains sufficient to address the potential impacts of the proposed 1000 Gibraltar Drive Project (P-SD24-0006) (proposed project) or whether additional documentation is required under the CEQA (Public Resources Code [PRC] § 21000, *et seq.*).

1.1 - Environmental Checklist

Pursuant to Public Resources Code Section 21166, and CEQA Guidelines Sections 15162 and 15164, subd. (a), the attached Addendum has been prepared to evaluate the proposed project. Consistent with the thresholds used by the Lead Agency in the previous FEIR, the attached Addendum uses the standard environmental checklist categories provided in Appendix G of the CEQA Guidelines but provides answer columns for evaluation consistent with the provisions of CEQA Guidelines Section 15162, subd. (a).

1.2 - Environmental Analysis and Conclusions

CEQA Guidelines Section 15164, subd. (a) provides that the lead agency or a responsible agency shall prepare an Addendum to a previously certified Environmental Impact Report (EIR) or Negative Declaration (ND) if some changes or additions are necessary but none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR or ND have occurred (CEQA Guidelines § 15164, subd. (a)).

An Addendum need not be circulated for public review but can be included in or attached to the FEIR or ND (CEQA Guidelines § 15164, subd. (c)). The decision-making body shall consider the Addendum the Final EIR prior to making a decision on the proposed project (CEQA Guidelines § 15164, subd. (d)). An agency must also include a brief explanation of the decision not to prepare a subsequent EIR or ND pursuant to Section 15162 (CEQA Guidelines § 15164, subd. (e)).

Consequently, once an EIR or ND has been certified for a project, no subsequent EIR or ND is required under CEQA unless, based on substantial evidence:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous FEIR or ND . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;¹
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous FEIR or ND . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous FEIR was certified as complete or the ND was adopted. . . shows any of the following:
 - A. The project will have one or more significant effects not discussed in the previous FEIR or ND or negative declaration;
 - B. Significant effects previously examined will be substantially more severe than shown in the previous FEIR or ND;
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous FEIR or ND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative (CEQA Guidelines, Section 15162, subd. (a); see also Pub. Resources Code, Section 21166).

This Addendum, checklist, and attached documents constitute substantial evidence supporting the conclusion that preparation of a supplemental or subsequent EIR or ND is not required.

This Addendum addresses the conclusions of the previous FEIR in light of the proposed project.

1.2.1 - Findings

There are no substantial changes proposed by the 1000 Gibraltar Drive Project or under the circumstances in which the proposed project would be undertaken that would require major revisions of the previous FEIR. The proposed revisions do not require preparation of a new subsequent or supplemental EIR due to either (1) the involvement of new significant environmental effects, (2) a substantial increase in the severity of previously identified significant effects, or (3) new information of substantial importance. No mitigation measures or alternatives previously found not to be feasible would in fact be feasible nor has the proposed project proponent declined to adopt any additional mitigation measures or alternatives that would substantially reduce one or more significant effects on

¹ CEQA Guidelines Section 15382 defines "significant effect on the environment" as " . . . a substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance . . ." (see also Public Resources Code [PRC] § 21068).

the environment. Applicable mitigation measures from the previous FEIR are identified and discussed in this Addendum.

As illustrated herein, the proposed project is consistent with and within the scope of the previous FEIR and would involve only minor changes; therefore, an Addendum is appropriate and required CEQA compliance for the proposed project.

1.2.2 - Conclusions

The impacts of the proposed project remain within the impacts previously analyzed in the previous FEIR (CEQA Guidelines § 15164).

1.3 - Mitigation Monitoring Program

As required by Public Resources Code Section 21081.6, subd. (a)(1), a Mitigation Monitoring and Reporting Program (MMRP) was adopted to implement the certified previous FEIR and to monitor the implementation of the mitigation measures that were adopted by the Lead Agency. Long-term monitoring of mitigation measures imposed on the overall development will be implemented through the MMRP. The MMRP has been updated to identify the relevant mitigation measures applicable to the 1000 Gibraltar project evaluated in this Addendum.

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2 - PROJECT DESCRIPTION

2.1 - Location and Setting

2.1.1 - Location

The approximately 28.96-acre project site is located in the City of Milpitas (City), in Santa Clara County (County), California (Exhibit 1). The City is located in the northern portion of the County and is bordered by the City of San José to the west and the City of Fremont to the north. The eastern portion of the City is comprised of a range of high foothills and mountains, which are a part of the Diablo Range. The City is divided into three sections by Interstate 680 (I-680) and I-880. Areas west of I-880 are largely industrial and commercial. Between I-880 and I-680, there is an industrial zone in the south and residential neighborhoods in the north. Other residential neighborhoods and undeveloped mountains are to the east of I-680. The proposed project site is located in the industrial zoned area between I-880 and I-680. The project site is located at 1000 Gibraltar Drive and encompasses one corresponding Assessor's Parcel Number (APN): 086-42-033 (Exhibit 2).

2.1.2 - Environmental Setting

Existing Land Use Activities

The project site is currently developed with a vacant, 397,009-square-foot corporate campus including four office buildings and research/development facilities ranging from 1 to 2 stories in height with surface parking lots along the site periphery and has been vacant since 2015. The existing on-site floor area ratio (FAR) is 0.31. Existing impervious surface areas comprise approximately 876,485 square feet. The project site has seven access points, three on South Milpitas Boulevard and four on Gibraltar Drive. The project site is landscaped with a large number and variety of ornamental trees including valley oak, olive, paloverde, pittosporum, coast redwood, coast live oak, queen palm, spruce, crape myrtle, zelkova, strawberry tree, plum/cherry, yellow birch, Chinese pistache, London plane tree, sweetgum, Chinese fringe tree, and shamel ash. According to the Arborist Report Addendum prepared in 2025 a total of 98 on-site trees are large enough to qualify for protected status according the Milpitas Municipal Code.

Surrounding Land Uses

The project site is within the south-central portion of the City and is surrounded by industrial offices, places of worship, and a restaurant/café accessory use to the north; Gibraltar Drive as well as office and industrial office uses to the west and south; and South Milpitas Boulevard as well as industrial and office uses to the east (Exhibit 2). The project site is approximately 0.4 mile north of Montague Expressway, 0.4 mile west of I-680, 0.9 mile south of SR-237, and 1.1 mile east of I-880. The Bay Area Rapid Transit (BART) tracks are located approximately 700 feet west of the project site. The

Union Pacific Railroad Milpitas Yard is located approximately 1,200 feet northwest of the site (and approximately 70 feet west of the BART tracks).

2.1.3 - Existing General Plan and Zoning Designations

The project site has a General Plan land use designation of Manufacturing (MFG) and is located within the City's Heavy Industrial District (M2) zoning district. The MFG designation allows a variety of light and heavy industrial uses including manufacturing, packaging, processing, warehousing and distribution, and ancillary support uses at a FAR of up to 1.0. The M2 Zoning District allows for the construction, use, and occupancy of buildings and facilities for office, research, general manufacturing, warehousing and distribution, and other uses compatible with the district.

2.2 - Project Background

2.2.1 - Previously Approved Project

Implementation of the previously approved project would have involved the demolition of all existing on-site buildings (representing 397,009 square feet), parking lots, and associated improvements. The previously approved project included a new 491,040-square-foot tilt-up concrete creative industrial building, inclusive of two supporting offices at the northwest and southeast corners (4,910 square feet) and surface parking on all sides of the building. The previously approved project's FAR was 0.38. The previously approved building was designed to accommodate up to two separate tenants with uses including advanced manufacturing, e-commerce, light assembly, warehouse/distribution, and possibly other uses permitted within the M2 Zoning District. The previously approved project was not constructed.

2.2.2 - 2020 1000 Gibraltar Drive Environmental Impact Report

The previous FEIR (State Clearinghouse No. 2020069024) was certified by the Milpitas City Council on March 24, 2021 per Resolution 21-007. As part of the environmental review an Initial Study was prepared and circulated to the public during the Notice of Preparation process. The Initial Study was attached to the Draft EIR as Appendix A and was available during public comment periods and is incorporated in the previous FEIR. The analysis of impacts was contained in the Initial Study, with the exception of air quality, greenhouse gas emissions, and transportation, which were found to have a potential impact and were therefore analyzed in the FEIR.

2.3 - Proposed Project Characteristics

Panattoni Development Company (applicant) is seeking approval of a modified site plan for the 1000 Gibraltar Drive project site considered in the previous FEIR (Table 1). Implementation of the now proposed project involves the demolition of all existing on-site buildings representing 397,009 square feet, parking lots, and associated improvements. The proposed project consists of a 487,564-square-foot building with 476,864 square feet of warehouse space and 10,700 square feet of office space at the northeast corner of the building, truck docks, trailer parking, passenger vehicle parking, backup

generator, landscaping and stormwater facilities (detention basins) (Exhibit 3). The proposed building would be 1 story with a maximum height of 46.5 feet above the ground surface at the top of the parapet and the project would have 0.39 FAR. The proposed building would have a setback of 35 feet from the face of the curb on Gibraltar Drive and South Milpitas Boulevard. An average of 363 employees (accounting for seasonal fluctuations) are expected.

Table 1: Project Comparisons

	Existing Conditions	Previously Approved Project	Proposed Project	Difference (Previously Approved vs. Proposed)
Number of Buildings	4	1	1	0
Demolition (square feet)	n/a	397,009	397,009	0
Total Square Footage	397,009 square feet	491,040	487,564	-3,476
Warehouse		486,130 square feet	476,864 square feet	-9,266
Office		4,910 square feet	10,700 square feet	+5,790
Floor Area Ratio (FAR)	0.31	0.38	0.38	+0.01
Impervious Surface Area (square feet)	876,485	928,755 (additional 52,270)	982,012 (additional 105,527)	+53,257
Height (feet)	1 to 2 stories	42	46.5	+4.5
Protected Tree Removal	N/A	88	18 ¹	-63
Employees	N/A	330	363	+33
Notes: ¹ Seven protected status trees have been removed between certification of the previous FEIR and the currently proposed project. These trees were removed as a result of their declining health. In total, the proposed project and current existing conditions results in 25 fewer protect trees on-site. Source: City of Milpitas. 2020, Initial Study 1000 Gibraltar Drive. June. City of Milpitas. 2020. 1000 Gibraltar Drive Draft Environmental Impact Report, State Clearinghouse No. 2020069024. December. Stantec, Kier-Wright. 2025. SSD–SSJ1 Entitlement Package. June 26. Santa Clara Valley Urban Runoff Pollution Prevention Program. 2025. Provision C.3 Data Form for Gibraltar Industrial. August 8.				

Access, Circulation, and Parking

The circulation for the proposed project has been designed to ensure the safe and efficient movement of cars and trucks throughout the project site. Four driveways ranging in widths of 30 to 50 feet would be provided along South Milpitas Boulevard and Gibraltar Drive. As shown on Exhibit 3, the northern most existing automobile driveway entry on Gibraltar Drive would be relocated slightly to the south.

The two driveways further to the south on Gibraltar Drive would be removed. The fourth driveway on Gibraltar Drive, located on the southern boundary of the site, would be maintained. The northern most existing driveway on South Milpitas Boulevard would be removed. The existing driveway at the intersection of South Milpitas Boulevard and Ames Avenue would be maintained. Finally, a new driveway would be constructed near the southeastern corner of the proposed building and would serve as the primary office driveway.

The primary path of truck traffic on-site would enter at the South Milpitas Boulevard and Ames Avenue intersection, travel straight and north to truck docks and trailer parking, then west to the northern most driveway on Gibraltar Drive (Exhibit 3). Smaller personal and commercial vehicle paths of travel would be permitted on any of the four proposed driveways for entry or exit. Additionally, the proposed project would include on-site fire lanes which would provide emergency access to the project site.

Truck and trailer parking is proposed to the northeast of the proposed building, adjacent to South Milpitas Boulevard and located along the primary path of truck traffic. An 8-foot-tall concrete tilt-up screen wall is proposed to be constructed around the trailer parking stalls. Automobile parking would be located surrounding the proposed building on the southern half of the project site. Based upon a total of 487,564 square feet of warehouse and office building area, 343 parking spaces are required, whereas the proposed project includes 781 parking spaces, thus exceeding the City's parking requirements. The proposed warehouse building has approximately 1.61 parking stalls per 1,000 square feet. In addition, 24-bicycle parking spaces would be provided adjacent to the proposed office area. Of the 24 bicycle parking spaces, 12 spaces would be short-term and 12 spaces would be long-term.

A metal gate with Knox box would be installed at the South Milpitas Boulevard and Ames Avenue driveway as well as on-site between truck and automobile parking areas. No other driveways would be gated. The proposed project would include frontage street improvements consisting of a full width grind and overlay of Gibraltar Drive and crack and slurry repair on South Milpitas Boulevard.

Pedestrian paths of travel would be demarcated throughout the project site and would connect to the existing sidewalk along South Milpitas Boulevard and Gibraltar Drive. The proposed project would also construct crosswalks and curb ramps as well as upgrades to existing traffic signal equipment at the northern and western leg of the South Milpitas Boulevard and Ames Avenue intersection. Crosswalk striping and curb ramp replacements would also be provided at the intersection of Gibraltar Drive and Milpitas Boulevard as well as at the southwest corner of the project site, crossing Gibraltar Drive.

Open Space and Landscaping

The proposed project would maintain the landscaping areas along South Milpitas Boulevard and Gibraltar Drive. The proposed project would remove 18 of the 98 on-site trees that classify as protected trees under the Milpitas Municipal Code but would include the planting of replacement trees exceeding the required ratio of 2:1. As such, the proposed project would include the planting of 185

trees. The proposed project would maintain other existing trees and proposed trees would include various tree and shrub species consistent with the surrounding area and meeting drought-tolerant requirements. The landscaping plan includes trees along the perimeter of the site, within the site's parking areas, and near the eastern and western façades of the building. Stormwater infrastructure, in the form of detention basins, would be incorporated into on-site landscaping and open space with larger basins located along the project site's northern boundary and southwestern corner.

Lighting

The proposed lighting plan includes night lighting for parking areas, walkways, and driveways. Outdoor lights would cast downward and would be shrouded to prevent glare. Proposed site lighting would be designed to comply with Leadership in Energy and Environmental Design (LEED®) light pollution reduction requirements.

Storm Drainage

The proposed project would construct new detention basins and storm drains that would connect to existing 15- to 18-inch storm drains on-site and in Gibraltar Drive. The proposed project includes the construction of Low Impact Development (LID) stormwater management systems, including proposed bioretention treatment and pervious pavement (self-retaining) areas, which would allow stormwater runoff from the project site to infiltrate the ground surface and would treat as well as reduce runoff from the site. The project site consists of approximately 876,485 square feet of existing impervious surfaces to which the proposed project would add 105,527 square feet, resulting in approximately 982,012 square feet of impervious surfaces (Table1).

Utilities

The proposed project would connect to the City's existing utility and service systems. The proposed project would include the construction of sanitary sewer lines that would connect to two existing sanitary sewer lines in South Milpitas Boulevard and Gibraltar Drive. Existing fire hydrants on South Milpitas Boulevard and Gibraltar Drive would serve the proposed project. An existing fire hydrant on South Milpitas Boulevard would be relocated to the east to allow for driveway access. The proposed project's new domestic water lines would connect to 8- to 14-inch water lines on South Milpitas Boulevard. Fire service water would be served to the project site via connections in Gibraltar Drive. Electricity would be provided by Pacific, Gas, and Electric Company (PG&E), which currently serves the site.

Demolition and Construction

The proposed project would result in the demolition of the existing on-site buildings and all surface pavements on the site. The proposed project would require 45,111 cubic yards of cut material and 50,030 cubic yards of fill material, resulting in 3,913 cubic yards of import. Demolition and construction methods, as well as disturbance area, would be generally the same as that considered for the previously approved on-site project, including the potential for temporary dewatering. The demolition and construction phases of the proposed project are anticipated to take approximately 14 months. The proposed project is anticipated to be completed and occupied by December 2026.

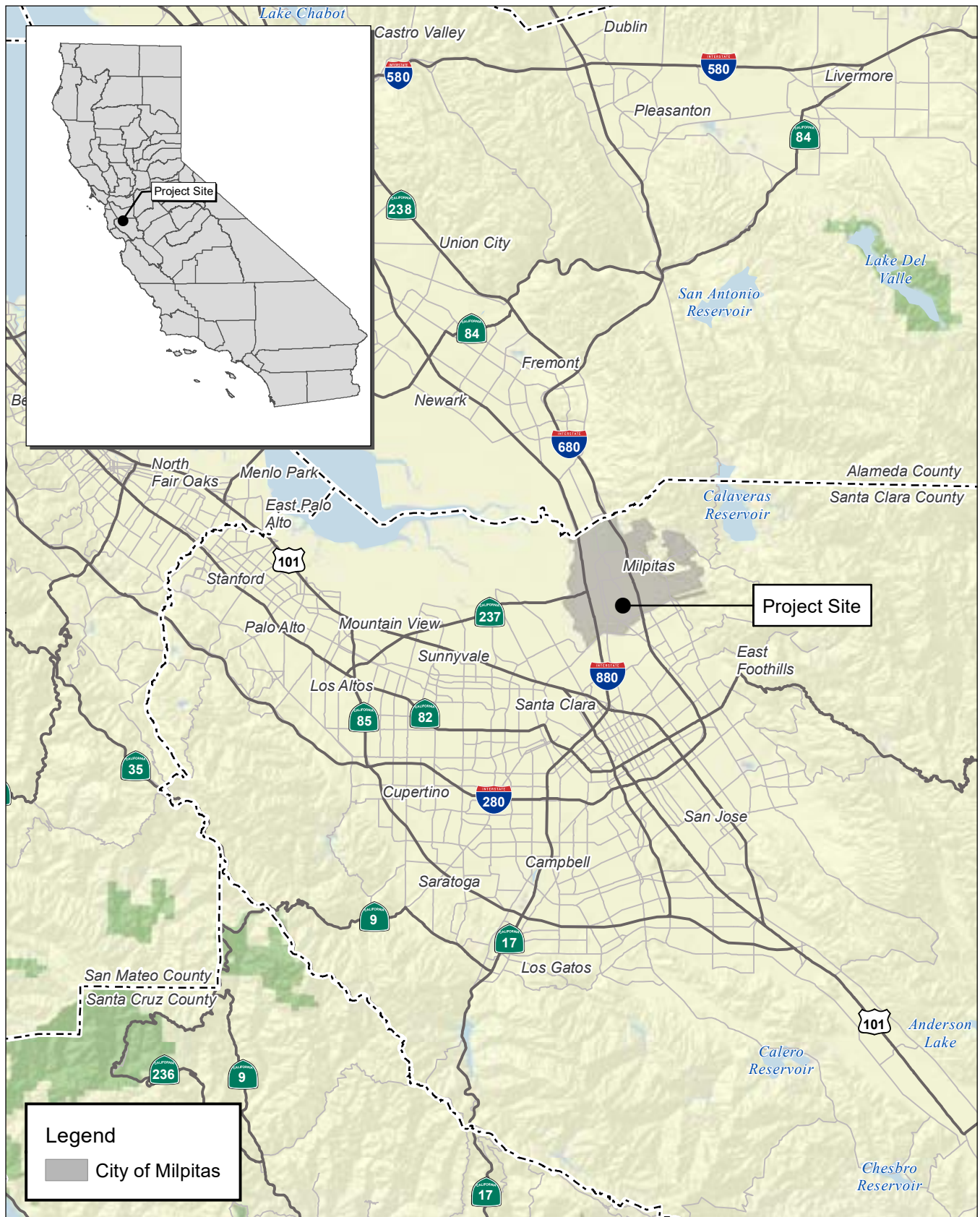
2.4 - Discretionary Approvals

The proposed project requires the following discretionary approvals from the City of Milpitas:

- Site Development Permit No. SD24-0006
- Tree Removal Permit No. TR25-0021
- Environmental Assessment No. EA24-0002

2.5 - Other Approvals

- Approval of site, demolition, grading, and building permits (City of Milpitas Office of Building Safety)
- Approval of permits for streetscape improvements in the public right-of-way (City of Milpitas Public Works, Engineering Division)
- Fire Department Review and Approval of proposed fire truck access and site fire flow design

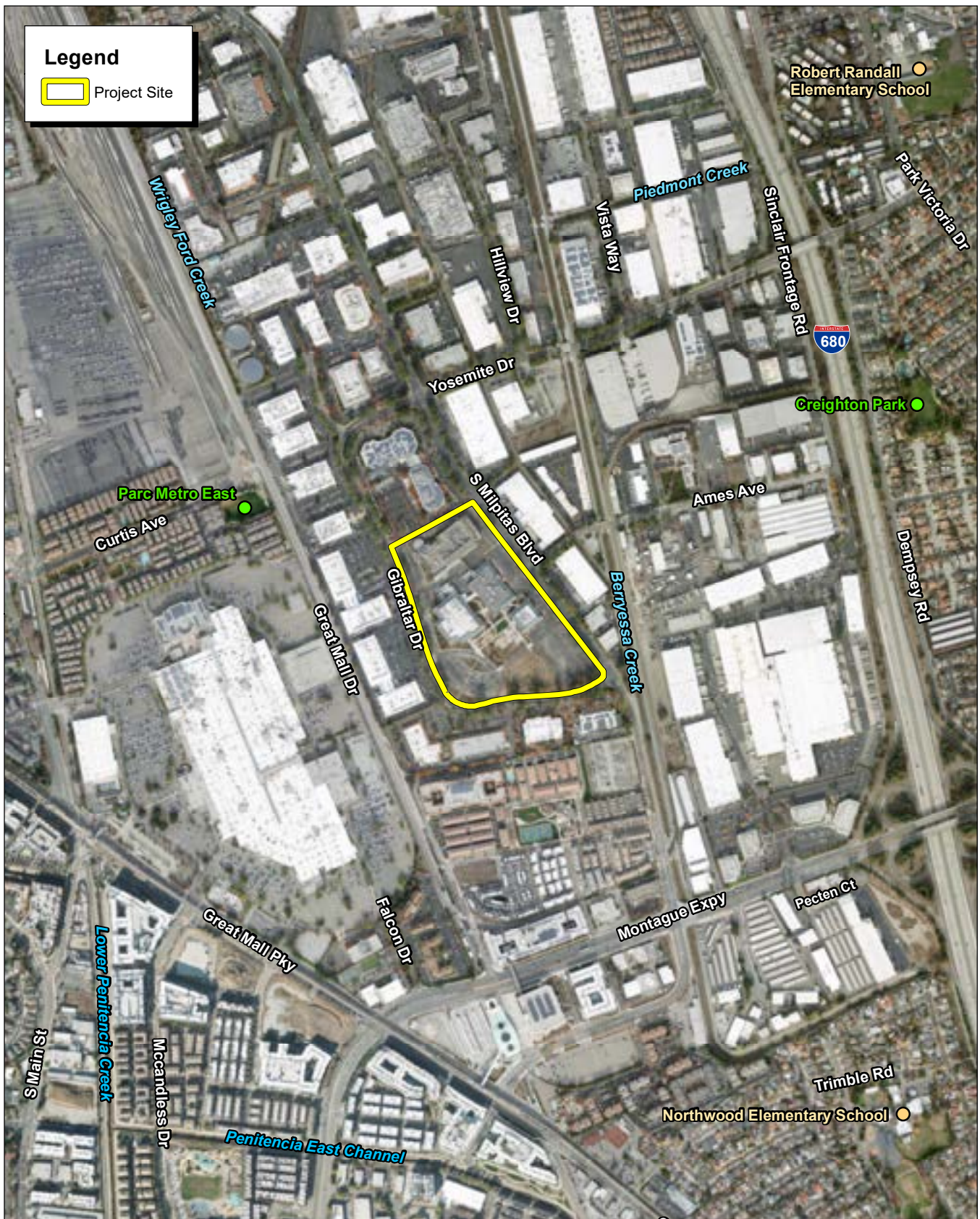


Source: Census 2000 Data, The California Spatial Information Library (CaSIL).



Exhibit 1
Regional Location Map

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Source: ESRI Aerial Imagery. Santa Clara County.

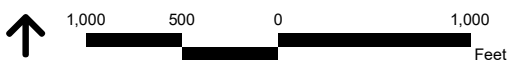
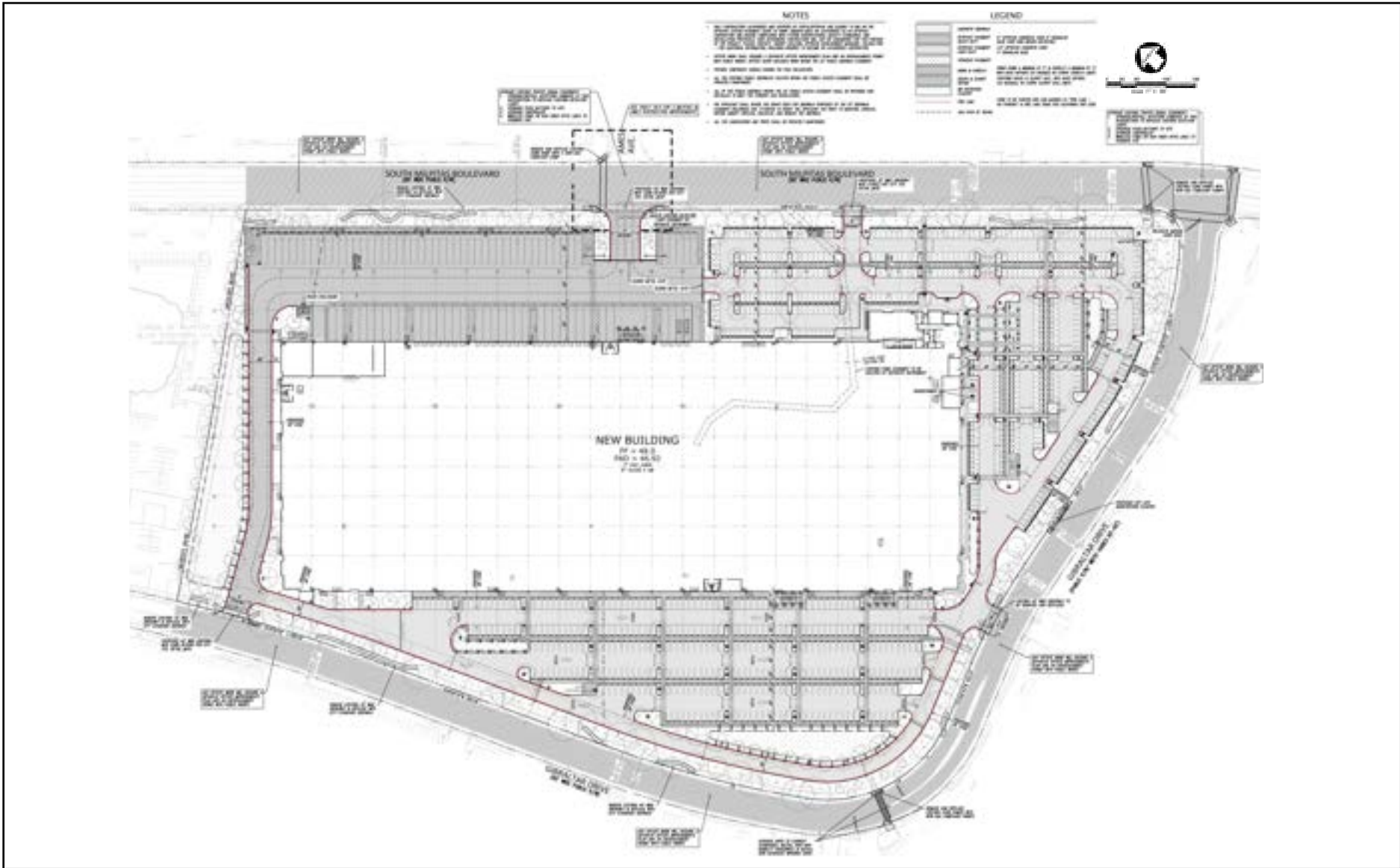


Exhibit 2
Local Vicinity Map

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Source: Kier + Wright, 06/26/2025.

Exhibit 3
Site Plan

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3 - CEQA ADDENDUM

The purpose of the Addendum's checklist is to evaluate the revisions in the proposed project in light of the previous FEIR to evaluate any changed condition (e.g., changed circumstances, project changes, or new information of substantial importance) that may result in a changed environmental result (e.g., a new significant impact or substantial increase in the severity of a previously identified significant effect) (CEQA Guidelines § 15162).

The questions posed in the Addendum's checklist come from Appendix G of the CEQA Guidelines. A "no" answer does not necessarily mean that there are no potential impacts relative to the environmental category but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigation measures in the Final EIR. These environmental categories might be answered with a "no" in the checklist since the proposed project does not introduce changes that would result in a modification to the conclusion of the previously approved CEQA document.

This Addendum addresses the conclusions of the 1000 Gibraltar Drive FEIR.

3.1 - Explanation of Addendum Evaluation Categories

(1) Conclusion in the Previous FEIR and Related Documents

This column summarizes the conclusion of the previous FEIR relative to the environmental issue listed under each topic.

(2) Do the Proposed Changes Involve New Impacts?

Pursuant to CEQA Guidelines Section 15162, subd. (a)(1), this column indicates whether the changes represented by the revised project will result in new significant environmental impacts not previously identified or mitigated by the previous FEIR or whether the changes will result in a substantial increase in the severity of a previously identified significant impact.

(3) New Circumstances Involving New Impacts?

Pursuant to CEQA Guidelines Section 15162, subd. (a)(2), this column indicates whether there have been substantial changes with respect to the circumstances under which the project is undertaken that will require major revisions to the previous FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

(4) New Information Requiring New Analysis or Verification?

Pursuant to CEQA Guidelines Section 15162, subd. (a)(3)(A-D), this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous FEIR was adopted, shows any of the following:

- (A) The project will have one or more significant effects not discussed in the previous FEIR or negative declaration;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous FEIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous FEIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If the additional analysis completed as part of this environmental review were to find that the conclusions of the previous FEIR remain the same and no new significant impacts are identified, or identified impacts are not found to be substantially more severe, or additional mitigation is not necessary, then the question would be answered “no” and no additional environmental document would be required.

(5) Mitigation Measures Implemented to Address Impacts

Pursuant to CEQA Guidelines Section 15162, subd. (a)(3), this column indicates whether the previous FEIR provides mitigation measures to address effects in the related impact category. Any previously adopted mitigation measures will be identified. The response will also address proposed revisions to previously adopted mitigation measures. These mitigation measures will be implemented with the construction of the project, as applicable. If “NA” is indicated, the Final EIR has concluded that the impact either does not occur with this project or is not significant, and therefore no additional mitigation measures are needed.

3.2 - Discussion and Mitigation Sections

The following sections include three components for each environmental checklist question: discussion of each checklist question and any potential impacts to the environment, any mitigation measures required, and a conclusion of the analysis. Each component is further described below:

(1) Discussion

A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

(2) Mitigation Measures

Applicable mitigation measures from the previous FEIR that apply to the proposed project are listed under each environmental category.

(3) Conclusions

A discussion of the conclusion relating to the analysis is contained in each section.

3.3 - Environmental Topics

The following topics are evaluated in accordance with current CEQA Guidelines and requirements:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources and Tribal Cultural Resources
- Energy
- Geology and Soils
- GHG Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems
- Wildfire

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Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
I. Aesthetics, Light, and Glare <i>Except as provided in Public Resources Code Section 21099, would the project:</i>					
a) Have a substantial adverse effect on a scenic vista?	Less than significant impact	No	No	No	None
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?	No impact	No	No	No	None
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations	Less than significant impact	No	No	No	None

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
governing scenic quality?					
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than significant impact with mitigation incorporated	No	No	No	None

Existing Conditions

The project site is relatively flat and consists of four 1- to 2-story office buildings, paved surface parking areas, and landscaping including trees. An open grassland area with trees is located at the southern end of the site. The site is surrounded by paved roadways (i.e., South Milpitas Boulevard and Gibraltar Drive) and 1- to 2-story office and industrial buildings with paved parking areas and landscaping. The visual character of the existing site and surrounding areas is consistent with the visual setting described in the previous FEIR.

Discussion

a) Scenic Vistas

Previous FEIR Conclusions

The previous FEIR concluded that the previously approved project would have a less than significant impact on scenic vistas. The previous FEIR indicated that the project site is not located in an area considered to be within view of a scenic vista and would not consist of or block any possible City-designated views. Furthermore, it was concluded that development of the previously approved project would not obscure any views of scenic vistas from surrounding public vantage points. Therefore, in certifying the previous FEIR for the previously approved project, the City found that impacts would be less than significant and no mitigation was required.

Proposed Project Analysis and Conclusion

The proposed project is located on the same site analyzed in the previous FEIR and proposes development substantially similar to what was already analyzed and approved. There are no officially

designated scenic vista points in the General Plan Milpitas Planning Area. The project site is not located in an area considered to be within view of a scenic vista. As such, the proposed project would have no impact on views of scenic vistas.

Significant visual resources in the Milpitas Planning Area include Mission Hills and Monument Peak (more than 5 miles northeast of the site), which form a distinctive scenic backdrop to the City. The project site is surrounded by urban development and landscaping which substantially blocks views of the above-mentioned hillsides from the surrounding area. As shown in Table 1, the proposed project would include a single-story warehouse and office building similar in scale and mass to the previously approved project with an overall reduction in square footage. The proposed building would be approximately 4.5 feet taller than the previously approved project (see Table 1), but this slight increase would not substantially block views of the Mission Hills or Monument Peak from publicly accessible locations due to distance and intervening urban features. Furthermore, as shown in Table 1, the proposed project's building footprint would be approximately 3,476 square feet smaller than the previously approved project. As such, the modifications included in the proposed project are within the scope of and consistent with the analysis in the previous FEIR. For the above reasons, the proposed project would not significantly impact views of visual resources from surrounding public vantage points. As such, impacts would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

b) Scenic Highways

Previous FEIR Conclusions

The previous FEIR concluded that there would be no impacts related to the substantial damage of scenic resources within a State scenic highway. The previous FEIR indicated that the California Department of Transportation's (Caltrans's) California Scenic Highway Mapping System identifies I-680 to the north of Mission Boulevard as an officially designated State Scenic Highway, a location approximately 8.5 miles from the project site. The previous FEIR concluded that given this distance, the previously approved project would not be visible from the designated scenic roadway and the previously approved project would have no impact on scenic resources located within view of a State scenic highway.

Proposed Project Analysis and Conclusion

The project site is not located within or adjacent to an officially State-designated scenic highway. As stated above, the nearest officially designated scenic highway is a portion of I-680 to the north of Mission Boulevard, approximately 8.5 miles north of the project site.² Given the distance of the proposed project from the nearest State scenic highway, the project would have no impact on a scenic highway. As such, the proposed project would not damage scenic resources within a State scenic highway. The proposed project would have no impact on scenic resources within a State

² California Department of Transportation (Caltrans). California State Scenic Highway System Map. Website: <https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacao>. Accessed April 24, 2025.

scenic highway and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

c) Consistency with Scenic Quality Regulations and Visual Character

Previous FEIR Conclusions

The previous FEIR concluded that although the previously approved project would temporarily degrade the existing visual character of the site due to construction activities, impacts related to the permanent development of the previously approved project and its consistency with scenic quality regulations and visual character of the project area would be less than significant.

Proposed Project Analysis and Conclusion

The project site is located within an urbanized area; the site and surrounding office/industrial uses are located within the M2 Zoning District, in which heavy industrial use is permitted. The proposed project would consist of a 1-story warehouse/office building primarily made of tilt-up concrete panels with glass corners which address the main entry and surrounding site vantage points while the bulk of the structure is offset by various façade movement and vertical undulation. The office portion of the building would contain additional glazing to address the tenant layout. The proposed development would have landscaping, including trees and open space areas. Overall building type and visual appearance would be similar to that of the previously proposed project.

Consistent with the previously approved project, the proposed project could temporarily degrade existing visual character of the site during temporary construction activities (which would be similar to those previously approved). However, these construction activities would be typical of similar projects and would not represent a lasting conflict with existing uses or unusual degradation of the visual environment. Accordingly, impacts would be less than significant.

The proposed project would be consistent with the City's General Plan, Municipal Code, and Streetscape Master Plan policies and regulations governing scenic quality. The proposed project would comply with General Plan Policy CD 3-3, which requires redevelopment to reinforce desirable elements of its neighborhood, district, or center, including architectural style, scale, and setback patterns. The proposed project would have a similar architectural style to the surrounding office/industrial uses and would comply with M2 Zoning District setback and landscaping requirements. The proposed development would have a front and side yard setback of 25 feet from South Milpitas Boulevard and Gibraltar Drive, in compliance with the City's Municipal Code Section 7, Industrial Zones and Standards. The proposed project would also include street trees, in compliance with the City's Streetscape Master Plan and the Municipal Code, Section 7. For the above reasons, the proposed project would not conflict with applicable zoning or other regulations governing scenic quality. The impact would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

d) Light and Glare

Previous FEIR Conclusions

The previous FEIR concluded that impacts related to light and glare would be less than significant with mitigation incorporated. The project site is located in a heavily urbanized area with a variety of existing light sources including streetlights, interior and exterior building lighting, and light associated with traffic on nearby roadways. Development of the previously approved project would incrementally increase the amount of nighttime lighting in the surrounding area due to new interior and exterior building lighting, safety lighting in the parking lot, and lighting associated with additional vehicular traffic to and from the project site. The previous FEIR concluded that the previously approved project would be required to comply with Section XI-10-54.17 of the City's Zoning Ordinance, which includes the following requirements related to outdoor lighting.

- **Section XI-10-54.17–Lighting Exterior.** Lighting shall be shielded or recessed so that direct glare and reflections are contained within the boundaries of the parcel and shall be directed downward and away from adjoining properties and public rights-of-way. Fixtures shall be appropriate in terms of height, style, design, scale and wattage to the use of the property. Fixtures shall be spaced appropriately to maximize pedestrian safety.

In addition, the previous FEIR concluded that the previously approved project would be required to implement Mitigation Measure (MM) AES-1, which requires outdoor lighting to be designed to minimize glare and spillover to surrounding properties.

MM AES-1 Outdoor lighting shall be designed to minimize glare and spillover to surrounding properties. The project design and building materials shall incorporate non-mirrored glass to minimize daylight glare. All lighting elements shall comply with Sections XI-10-45.15-3 of the City's Zoning Ordinance and the proposed lighting plan shall be reviewed and approved by the City's Planning Division prior to issuance of a building permit.

Based on the conclusions in the previous FEIR, with the implementation of MM AES-1 and Municipal Code Section XI-10-54.17, the City found that the previously approved project would result in less than significant light and glare impacts. As such, impacts related to light and glare were determined to be less than significant with mitigation incorporated.

Proposed Project Analysis and Conclusion

As discussed above, the project site is located on the same site as the previously approved project, in a heavily urbanized area with a variety of existing light sources including streetlights, interior and exterior building lighting, and light associated with traffic on nearby roadways. The proposed project is approximately the same size and design as the approved project (as shown in Table 1) and, similar to the previously approved project, development of the proposed project would incrementally increase the amount of nighttime lighting in the surrounding area due to new interior and exterior building lighting, safety lighting in the parking lot, and lighting associated with additional vehicular traffic to and from the project site.

The proposed project would adhere to Municipal Code Section XI-10-54.17, which includes standards related to outdoor lighting. Consistent with the previous FEIR, the proposed project's outdoor lighting is designed to minimize glare and spillover to surrounding properties. The project design and building materials incorporate non-mirrored glass windows to minimize daylight glare. Further, the proposed project would comply with Municipal Code Section XI-10-45.15-3, which states that outdoor lighting should use the minimum wattage lights which will safely illuminate the area. In addition, the proposed project's lighting plan would be reviewed and approved by the City's Planning and Building Departments prior to issuance of a building permit. The lighting requirements in MM AES-1 have been incorporated into the proposed project's design and, therefore, the proposed project would not require mitigation to reduce light and glare impacts to a less than significant level. With the implementation of the above Municipal Code standards related to outdoor lighting, the proposed project would have a less than significant impact related to light and glare. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

Mitigation Measures

No mitigation is required.

Conclusion

The proposed project would not result in any aesthetic impacts beyond those considered in the previous FEIR. MM AES-1 identified in the previous FEIR, pertaining to light and glare impacts, has been incorporated into the proposed project's design; as such, mitigation is not required to reduce the proposed project's light and glare impacts to a less than significant level. The proposed project's light and glare impacts would be less than significant without mitigation. All other impact conclusions for the proposed project would be the same as the conclusions identified in the previous FEIR.

The proposed project is consistent with the development evaluated in the previous FEIR and would not result in any new impacts or increase the severity of any previously identified impacts as compared to what was already identified and disclosed, either individually or cumulatively.

Further environmental analysis is not required because:

1. No substantial changes are proposed in the project which will require major revisions of the previous FEIR.
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous FEIR.
3. No new information of substantial importance has been identified which results in a significant effect not discussed in the previous FEIR or an impact which is more severe than shown in the previous FEIR.
4. No new mitigation measures are necessary.

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
II. Agriculture and Forestry Resources <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i>					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	No impact	No	No	No	None
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	No impact	No	No	No	None
c) Conflict with existing zoning for, or cause rezoning of, forest land (as	No impact	No	No	No	None

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?					
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No impact	No	No	No	None
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	No impact	No	No	No	None

Discussion

The project site is developed with vacant office buildings and is surrounded by urban and built-up land primarily used for industrial and office purposes. There are no agricultural or forest uses on the

project site or the surrounding area. According to the California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program, the project site is not located within any land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and is marked as being in Urban and Built-up Land. The nearest farmland to the project site is located approximately eight miles south of the project site and is classified as Prime Farmland.³ In addition, the project site and the surrounding area are not under a Williamson Act Contract.⁴

a) Conversion of Important Farmland to Nonagricultural Use

Previous FEIR Conclusions

The previous FEIR concluded that the previous project would not result in the conversion of farmland to nonagricultural use. The previous FEIR concluded that there are no Prime, Unique, Statewide, or Locally Important farmlands in the project vicinity and the site does not contain any important farmland. Given that the previous FEIR concluded that the previous project would result in no impacts to agricultural and forestry resources, no further analysis of these resources was required in the previous FEIR.

Proposed Project Analysis and Conclusions

The proposed project is located on the same site and involves the same parcels as the approved project. No changes have occurred to the status of the project site's non-farmland designation as indicated by the Farmland Mapping and Monitoring Program of the California Department of Agriculture. There is no Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance on the project site or in its vicinity. The project site is currently mapped as Urban Built-Up Land.⁵ Thus, the proposed project would not convert any farmland to nonagricultural use. As such, no impacts would occur and the proposed project would not result in a new or more severe adverse impact to agricultural land conversion not previously identified in the previous FEIR.

b) Conflict with Existing Zoning for Agricultural Use or Williamson Act Contract.

Previous FEIR Conclusions

The previous FEIR concluded that the previous project would not result in any impacts to lands zoned for agriculture or existing Williamson Act Contract.⁶

³ California Department of Conservation (DOC). 2025. California Important Farmland Finder. Website: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed April 17, 2025. 2025.

⁴ California Department of Conservation (DOC). 2025. California Williamson Act Enrollment Finder. Website: <https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/index.html>. Accessed March 4, 2025.

⁵ Ibid.

⁶ Ibid.

Proposed Project Analysis and Conclusion

No changes have occurred to the status of the project site's zoning district identified in the previous FEIR and the site continues to be unencumbered by a Williamson Act Contract.⁷ As previously discussed, the project site is currently within the City's M2 Zoning District, which is intended for industrial uses, and has a General Plan land use designation of MFG. As such, the project site is not zoned for agricultural use and is not subject to a Williamson Act Contract. No impacts would occur and the proposed project would not result in any new or more severe adverse impacts related to agricultural zoning or Williamson Act impacts not identified in the previous FEIR.

c) Conflict with Existing Forest Land Zoning

Previous FEIR Conclusions

The previous FEIR concluded that the project would not result in any impacts related to forest land or timberland and that the project site does not contain any forestland or timberland or any land zoned for such uses.

Proposed Project Analysis and Conclusion

The proposed project is on the same site and involves the same parcels and zoning as the approved project. The project site is currently within the M2 Zoning District and is currently occupied by existing vacant office buildings. The project site is not within a zoning district designated for forest land or timberland production. Therefore, the proposed project would not introduce any new forest land or timber land zoning impacts not previously disclosed. No impacts would occur and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

d) Conversion of Forest Land to Non-Forest Use

Previous FEIR Conclusions

The previous FEIR concluded that the project would not result in any impacts related to the conversion or loss of forest land, based on the previous FEIR conclusions. The previous FEIR concluded that the project site does not contain any forest land and that the previously approved project would have no impact to forestry resources.

Proposed Project Analysis and Conclusion

As discussed above, the project site does not contain forest land. The proposed project would not result in the loss of forest land or conversion of forest land to non-forest uses. Therefore, no impacts would occur and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

⁷ California Department of Conservation (DOC). 2025. California Williamson Act Enrollment Finder. Website: <https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/index.html>. Accessed March 4, 2025.

e) Other Changes to Convert Farmland to Nonagricultural Use or Forest Land to Non-Forest Use

Previous FEIR Conclusions

The previous FEIR concluded that the project would not result in any impacts related to the conversion or loss of agricultural land or forest land. The previous FEIR concludes that the site does not contain agricultural or forestry resources and that the previously approved project would have no impact on such resources.

Proposed Project Analysis and Conclusion

The proposed project does not involve any changes to the location, site, or parcels analyzed in the approved project. Consistent with the previous FEIR conclusions, the project site and surrounding area do not contain farmland or forest land. Therefore, no impacts would occur and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

Mitigation Measures

No mitigation is required.

Conclusion

The proposed project would not result in any impacts related to Agricultural or Forest Resources, as found in the previous FEIR. No new impacts are found and no mitigation is required.

The proposed project is consistent with the development evaluated in the previous FEIR and would not result in any new impacts or increase the severity of any previously identified impacts as compared to what was already identified and disclosed, either individually or cumulatively.

Further environmental analysis is not required because:

1. No substantial changes are proposed in the project which will require major revisions of the previous FEIR.
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous FEIR.
3. No new information of substantial importance has been identified which results in a significant effect not discussed in the previous FEIR or an impact which is more severe than shown in the previous FEIR.
4. No new mitigation measures are necessary.

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
III. Air Quality <i>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</i>					
a) Conflict with or obstruct implementation of the applicable air quality plan?	Less than significant impact	No	No	No	None
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?	Significant and unavoidable impact	No	No	No	None
c) Expose sensitive receptors to substantial pollutant concentrations?	Less than significant impact	No	No	No	MM AIR-3
d) Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?	Less than significant impact	No	No	No	None

Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan?

Previous FEIR Conclusions

In certifying the Previous FEIR, the City explained that based on the Bay Area Air Quality Management District's (Bay Area Air District) current CEQA Air Quality Guidelines, the following criteria were to be considered to determine whether a project would conflict with or obstruct implementation of the 2017 Clean Air Plan, the current Air Quality Plan (AQP) to date:

- Does the project support the primary goals of the air quality plan?
- Does the project include applicable control measures from the air quality plan?
- Does the project disrupt or hinder implementation of any air quality plan control measures?

The 2017 Clean Air Plan includes control measures that aim to reduce air pollution and greenhouse gases (GHGs) from stationary, area, and mobile sources. The control measures are organized into nine categories: stationary sources, transportation, energy, buildings, agriculture, natural and working lands, waste management, water, and super-GHG pollutants (e.g., methane, black carbon, and fluorinated gases).

The previous FEIR determined that the project would be consistent with applicable control measures from the 2017 Clean Air Plan. Because the proposed project would not result in any significant and unavoidable air quality impacts related to emissions, ambient concentrations, or public exposures, the proposed project would support the primary goals of the 2017 Clean Air Plan. Therefore, based on Bay Area Air District's CEQA Air Quality Guidelines, the previous FEIR determined that the project would not conflict with or obstruct implementation of the applicable air quality plan, and the associated air quality impact would be less than significant with no mitigation measures required.

Proposed Project Analysis and Conclusion

As mentioned above, the Bay Area Air District does not provide a numerical threshold of significance for project-level consistency analysis with AQPs. Therefore, the following criteria (the same as those used in the previous FEIR) will be used for determining whether the proposed project is within the scope of the analysis in the previous EIR and if the proposed project is consistent with the 2017 Clean Air Plan, the current AQP to date:

- **Criterion 1:** Does the project support the primary goals of the AQP?
- **Criterion 2:** Does the project include applicable control measures from the AQP?
- **Criterion 3:** Does the project disrupt or hinder the implementation of any AQP control measures?

Criterion 1

The primary goals of the 2017 Clean Air Plan are to:

- Attain air quality standards;
- Reduce population exposure to unhealthy air and protect public health in the Bay Area; and
- Reduce GHG emissions and protect the climate.

A measure for determining whether the proposed project supports the primary goals of the 2017 Clean Air Plan is if the project would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plans. This measure is determined by comparing project emissions to the significance thresholds identified by the Bay Area Air District for construction- and operation-related pollutants. These significance thresholds are applied in the evaluation of Section III(b), below. As discussed under Section III(b) and Section III(c), the proposed project would not significantly contribute to cumulative nonattainment pollutant violations or expose sensitive receptors to substantial pollutant concentrations. Therefore, similar to the analysis in the previous FEIR, the proposed project would be consistent with Criterion 1.

Criterion 2

The 2017 Clean Air Plan also assumes that all mandatory regulations to reduce air pollution would be adhered to. Therefore, to conform to the assumptions in the Clean Air Plan, a project must be consistent with all applicable measures contained in the Clean Air Plan. The Clean Air Plan contains 85 control measures to reduce air pollutants and GHGs at local, regional, and global levels. Along with the traditional stationary, area, mobile source, and transportation control measures, the Clean Air Plan contains several control measures designed to protect the climate, promote mixed use, and compact development to reduce vehicle emissions and exposure to pollutants from stationary and mobile sources.

Table 2 lists the relevant Clean Air Plan policies to the proposed project and evaluates the proposed project's consistency with the policies. As shown below, the proposed project would be consistent with applicable measures.

Table 2: Project Consistency with Clean Air Plan Control Measures

Control Measure	Project Consistency
Buildings Control Measures	
BL1: Green Buildings	Consistent. This measure focuses on working with local governments that have authority over local building codes to facilitate adoption of best practices and policies to control GHG emissions. The proposed project would not conflict with the implementation of this measure. The proposed project would comply with the local building codes and the latest energy efficiency standards and will incorporate applicable energy efficiency features designed to reduce project energy consumption.
BL4: Urban Heat Island Mitigation	Consistent. This measure seeks to engage cities and counties to adopt ordinances that promote the use of cool surface treatments for new parking facilities. This measures is primarily aimed at cities and counties and is not

Control Measure	Project Consistency
	applicable to the proposed project. Neither the City nor County have adopted cool surface treatment ordinances. However, the proposed project would incorporate landscaping throughout the site. The proposed project would provide landscaping, including trees, that would reduce the urban heat island effect.
Energy Control Measures	
EN1: Decarbonize Electricity Generation	Consistent. This measure is about decreasing the carbon intensity of electricity by switching to less GHG-intensive fuel sources for electricity generation. This measure primarily applies to electrical utility providers and is not applicable to the proposed project. Silicon Valley Clean Energy Green Start program obtained 36.7 percent of its electricity from renewable energy sources, while the remaining electricity was sourced from nuclear (25.1 percent), large hydroelectric (38.1 percent), and unspecified power (0.1 percent). ^{8,9}
EN2: Decrease Electricity Demand	Consistent. This measure is aimed at working with local governments to adopt additional energy-efficiency policies and programs and is not applicable to the proposed project. The proposed project would conform to the energy efficiency requirements of the California Building Standards Code (CBC), also known as Title 24, which was adopted to meet an Executive Order in the Green Building Initiative to improve the energy efficiency of buildings through aggressive standards.
Natural and Working Lands Control Measures	
NW2: Urban Tree Planting	Consistent. The proposed project would incorporate new landscaping and trees throughout the site.
WA3: Green Waste Diversion	Consistent. The proposed project will comply with local requirements for waste management. The waste service provider for the proposed project will be required to meet AB 341, SB 939, and SB 1374 requirements that require waste service providers to divert green waste. All plant refuse generated during operations of the proposed project would be recycled off-site.
WA4: Recycling and Waste Reduction	Consistent. The proposed project will comply with local requirements for waste management. The waste service provider for the proposed project will be required to meet the AB 341, SB 939, and SB 1374 requirements that require waste to be recycled.

⁸ Unspecified power is electricity that has been purchased through open market transactions and is not traceable to a specific generation source.

⁹ Silicon Valley Clean Energy. 2023. Power Content Label. Website: <https://www.energy.ca.gov/filebrowser/download/7360>. Accessed August 14, 2025.

Control Measure	Project Consistency
Stationary Control Measures	
SS18: Basin-Wide Combustion Strategy	Consistent. Stationary sources are regulated directly by the Bay Area Air District, which routinely adopts/revises rules or regulations to implement the stationary source control measures to reduce stationary source emissions. Therefore, any new stationary sources associated with the proposed project would be required to comply with the Bay Area Air District's regulations. The proposed project's emergency generator would require review by Bay Area Air District for permitted sources of air which would ensure consistency with the 2017 Clean Air Plan.
SS36: Particulate Matter from Trackout	Consistent. Mud and dirt that may be tracked out onto the nearby public roads during construction activities shall be removed promptly by the contractor based on the Bay Area Air District's requirements. MM AIR-3 from the previous FEIR would be required to implement Best Management Practice (BMP)s recommended by the Bay Area Air District for fugitive dust emissions during construction.
SS37: Particulate Matter from Asphalt Operations	Consistent. Asphalt used during project construction would be subject to Bay Area Air District Regulation 8, Rule 15-Emulsified and Liquid Asphalts. Although this rule does not directly apply to the proposed project, it does limit the reactive organic gases (ROG) content of asphalt available for use during construction by regulating the sale and use of asphalt. Using asphalt from facilities that meet Bay Area Air District regulations, the proposed project would be consistent with this Clean Air Plan measure.
Transportation Control Measures	
TR2: Trip Reduction Programs	Consistent. Transportation control measures are strategies to reduce vehicle trips, vehicle use, Vehicle Miles Traveled (VMT), vehicle idling, and traffic congestion to reduce motor vehicle emissions. Although most of the transportation control measures are implemented at the regional level—that is, by Metropolitan Transportation Commission (MTC) or California Department of Transportation (Caltrans)—the 2017 Clean Air Plan relies on local communities to assist with the implementation of some measures. Consistent with the FEIR, the proposed project would generate VMT per employee that would exceed the countywide threshold and the impact is conservatively considered significant and unavoidable with implementation of Mitigation Measure TRANS-1, which requires a Travel Demand Management (TDM) program. The proposed project would implement the TDM program discussed in Section XVII b) to reduce VMT. Therefore, the proposed project would be consistent with this measure.
TR9: Bicycle and Pedestrian Access and Facilities	Consistent. Pedestrian paths of travel would be demarcated throughout the project site and would connect to the existing sidewalk along South Milpitas Boulevard and Gibraltar Drive. The proposed project would also construct crosswalks and curb ramps at the northern and western leg of the South Milpitas Boulevard and Ames Avenue intersection. In addition,

Control Measure	Project Consistency
	24-bicycle parking spaces would be provided adjacent to the proposed office area. Of the 24 bicycle parking spaces, 12 spaces would be short-term and 12 spaces would be long-term. Therefore, the proposed project would not conflict with and be consistent with the Bay Area Air District's effort to encourage planning for bicycle and pedestrian facilities.
TR19: Medium and Heavy-Duty Trucks	Consistent. The truck fleet used for the proposed project is required to comply with the State's rigorous on-road heavy-duty vehicle programs aimed to transition truck fleets from diesel to Zero-Emission Vehicle (ZEV). Relevant regulations include the "omnibus" regulation, Advanced Clean Truck and Advance Clean Fleets regulations, and Transport Refrigeration Unit (TRU) Arborne Toxics Control Measure (ACTM).
Source: Bay Area Air Quality Management District (Bay Area Air District). 2017. Final 2017 Clean Air Plan. April 19.	

In summary, the proposed project would not conflict with any applicable measures under the 2017 Clean Air Plan and would adopt similar measures to the previously approved project; therefore, the proposed project would be consistent with Criterion 2.

Criterion 3

The proposed project does not include any changes compared to the previously approved project that would create an impediment or disruption to implementation of any Clean Air Plan control measures. As shown in Table 2 above, the proposed project would incorporate several Clean Air Plan control measures as project design features, such as utilizing asphalt compliant with Bay Area Air District regulations, conforming with energy efficiency standards contained in the 2022 CBC, and installing landscaping across the project site. Considering this information, the proposed project would not disrupt or hinder the implementation of any Clean Air Plan control measures. The proposed project is therefore consistent with Criterion 3.

Summary

As discussed above, the proposed project would be consistent with all three criteria. Thus, similar to the previously approved project, the proposed project would not conflict with the 2017 Clean Air Plan. Therefore, impacts associated with conflicting with or obstructing the applicable AQP would be less than significant, and the proposed project would not result in a new or more severe adverse impact compared to what was identified in the previous FEIR.

- b) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?**

Previous FEIR Conclusions

Construction Emissions

The previous FEIR identified that project construction activities would generate criteria air pollutant emissions that could potentially adversely affect regional air quality. Construction activities would include demolition, site preparation, grading, trenching, building construction, paving, and applications of architectural coatings. The previous FEIR found that the primary pollutant emissions of concern during project construction would be ROG, Nitrogen Oxides (NO_x), particulate matter with an aerodynamic diameter of 2.5 microns and smaller (PM_{2.5}) and 10 microns and smaller (PM₁₀) from the exhaust of off-road construction equipment and on-road vehicles related to worker vehicles, vendor trucks, and haul trucks. In addition, fugitive ROG emissions would result from the application of architectural coatings and paving.

The previous FEIR explained that to analyze daily emission rates during project construction, the total emissions estimated during construction were averaged over the total workdays (188 workdays) and compared to the Bay Area Air District's thresholds of significance. As shown in Table 3 extracted from the previous FEIR, the project's estimated emissions for ROG, NO_x, and PM₁₀ exhaust, and PM_{2.5} exhaust during construction were well below the applicable thresholds and, therefore, were found to have a less than significant impact on regional air quality.

Table 3: Approved Project Estimated Project Construction Emissions (Pounds per Day)

Emissions	ROG	NO _x	Exhaust	
			PM ₁₀	PM _{2.5}
Construction	2.0	24.9	0.7	0.6
Bay Area Air District's Thresholds	54	54	82	54
Exceed Threshold?	No	No	No	No

Source:

WRA Environmental Consultants. 2020. 1000 Gibraltar Drive Environmental Impact Report SCH #2020069024. December.

Operational Emissions

The previous FEIR determined that project operation would generate criteria air pollutant emissions that could potentially affect regional air quality. The primary pollutant emissions of concern during project operation would be ROG, NO_x, and exhaust PM₁₀ and PM_{2.5} from mobile sources, energy use, area sources (e.g., consumer products and architectural coatings), and stationary sources.

The annual average emissions of criteria pollutants and precursors during the first 3 years of project operation are compared to the Bay Area Air District's thresholds of significance in Table 4. Unmitigated ROG and exhaust PM₁₀ and PM_{2.5} emissions from project operation were below the thresholds of significance for each year evaluated; however, unmitigated NOx emissions from project operation were above the threshold of significance. As shown in Table 3, approximately 98 percent of the project's estimated NOx emissions are from mobile sources (e.g., trucks and light-duty vehicles) and are associated with running emissions from project-generated VMT.

Table 4: Approved Project Estimated Unmitigated and Mitigated Project Operation Emissions

Emission Scenario	Sources	Maximum Annual Emissions (Tons)				Average Daily Emissions (Pounds)			
		ROG	NOx	Exhaust		ROG	NOx	Exhaust	
				PM ₁₀	PM _{2.5}			PM ₁₀	PM _{2.5}
2022 Unmitigated	Area	2.19	<0.01	<0.01	<0.01	11.98	<0.01	<0.01	<0.01
	Energy	0.01	0.09	0.01	0.01	0.06	0.52	0.04	0.04
	Stationary	0.01	0.02	<0.01	<0.01	0.04	0.11	0.01	0.01
	On Road Mobile	1.17	12.97	0.08	0.08	6.43	71.06	0.46	0.44
	TRUs ¹	1.02	1.42	0.04	0.04	0.16	7.78	0.22	0.22
	Total	3.4	13.1	0.1	0.1	18.5	71.6	0.5	0.5
2022 With MM AIR-1	Mobile	1.01	10.66	0.08	0.08	5.54	58.41	0.46	0.44
	Total	3.2	12.2	0.1	0.1	17.6	58.9	0.5	0.5
Bay Area Air District's Thresholds		10	10	15	10	54	54	82	54
Notes: Bold means threshold exceedance. ¹ TRU = Transport Refrigeration Unit Source: WRA Environmental Consultants. 2020. 1000 Gibraltar Drive Environmental Impact Report SCH #2020069024. December.									

The previous FEIR implemented MM AIR-1: Tenant Owned Vehicle Model Year Requirement, which requires 2014 or newer model year engines on all heavy-duty trucks more than 14,000 pounds gross vehicle weight rating (GVWR) owned by the project tenant accessing the project site. According to the previous FEIR, MM AIR-1 would reduce overall project NOx emissions in 2022 by about 16 percent; however, project NOx emissions in 2022 would remain above the threshold of significance with implementation of MM AIR-1.

The previous FEIR determined that no on-site mitigation options are available other than MM AIR-1: Tenant-Owned Vehicle Model Year Requirement. Although it is possible to reduce NO_x emissions further by placing a limit on vehicle model years for the third-party vehicles (vans and other passenger cars) accessing the project site, such measures are difficult to implement in an effective manner. Unlike tenant-owned vehicles, there is no effective protocol for monitoring third-party vehicles accessing the project site. Therefore, the previous FEIR determined that additional off-site mitigation would be required to reduce the residual NO_x emissions, a maximum of 12.2 tons per year, as shown in Table 3. MM AIR-2: Emissions Offsets required the project applicant to offset the NO_x emissions below the threshold of significance by either implementing a specific offset program (e.g., equipment replacement), funding the implementation of an emission reduction project through payment of a mitigation offset fee to the Bay Area Air District's Bay Area Clean Air Foundation, or a combination of the two approaches, in an amount sufficient to mitigate residual emissions. The Bay Area Air District recommends identifying offset programs located within the nine-county Bay Area in order to reduce the project's cumulative contribution to the region's existing air quality conditions.

As determined by the City in certifying the previous FEIR, implementation of MMs AIR-1 and AIR-2 would reduce the residual NO_x emissions below the threshold of significance. However, because the offset program or offset fee required by MM AIR-2 could not be determined to be real, verifiable, and enforceable at the time of preparation of the previous FEIR, the City found that the project's operational impacts related to emissions of criteria pollutant were significant and unavoidable.

Proposed Project Analysis and Conclusion

This impact is related to the cumulative effect of a project's criteria pollutant emissions. By its nature, air pollution is largely a cumulative impact resulting from emissions generated over a large geographic region. The nonattainment status of regional pollutants results from past and present development within the Air Basin, and this regional impact is a cumulative impact. Therefore, new development projects (such as the proposed project) within the Air Basin would contribute to this impact only on a cumulative basis. No single project would be sufficient in size, by itself, to result in nonattainment of regional air quality standards. Instead, a project's emissions may be individually limited but cumulatively considerable when evaluated in combination with past, present, and future development projects.

Potential regional impacts could result in exceedances of State or federal standards for NO_x, particulate matter (PM₁₀ and PM_{2.5}), or CO. NO_x emissions are of concern because of potential health impacts from exposure to NO_x emissions during both construction and operation and as a precursor in the formation of airborne ozone. PM₁₀ and PM_{2.5} are of concern during construction because of the potential to emit exhaust emissions from the operation of off-road construction equipment and fugitive dust during earth-disturbing activities. CO emissions are of concern during project operation because operational CO hotspots are related to increases in on-road vehicle congestion and resulting health effects.

ROG emissions are also important because of their participation in the formation of ground level ozone. Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and that can cause substantial damage to vegetation and other materials. Elevated ozone

concentrations result in reduced lung function, particularly during vigorous physical activity. This health problem is particularly acute in sensitive receptors such as the sick, elderly, and young children.

The cumulative analysis focuses on whether a specific project would result in cumulatively considerable emissions. According to Section 15064(h)(4) of the CEQA Guidelines, the existence of significant cumulative impacts caused by other projects alone does not constitute substantial evidence that the project's incremental effects would be cumulatively considerable. Rather, the determination of cumulative air quality impacts for construction and operational emissions is based on whether the proposed project would result in emissions that exceed the Bay Area Air District thresholds of significance for construction and operations on a project level. The thresholds of significance represent the allowable emissions each project can generate without generating a cumulatively considerable contribution to regional air quality impacts. Therefore, a project that would not exceed the Bay Area Air District thresholds of significance on the project level also would not be considered to result in a cumulatively considerable contribution to these regional air quality impacts. Construction and operational emissions are discussed separately below.

Construction Emissions

The proposed project would involve similar means and methods as analyzed in the previous FEIR for demolition and construction of the proposed project.

Construction Air Pollutant Emissions: ROG, NO_x, Exhaust PM₁₀, and Exhaust PM_{2.5}

California Emissions Estimator Model (CalEEMod) Version 2022.1 was used to estimate the proposed project's construction emissions. CalEEMod provides a consistent platform for estimating construction and operational emissions from a wide variety of land use projects and is the model recommended by the Bay Area Air District for estimating project emissions. Estimated construction emissions are compared with the applicable thresholds of significance established by the Bay Area Air District to assess ROG, NO_x, exhaust PM₁₀, and exhaust PM_{2.5} construction emissions to determine significance for this criterion.

For the purpose of this analysis, construction of the proposed project is expected to begin in October 2025 and conclude in December 2026 (326 working days). Note that construction emissions would likely decrease if the construction schedule were deferred to later years because of improvements in technology and more stringent regulatory requirements. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as CEQA Guidelines require.

The calculations of pollutant emissions from the construction equipment account for the type of equipment, horsepower and load factors of the equipment, and the duration of equipment use. Average daily construction emissions are compared with the significance thresholds in Table 4.

Table 5: Construction Emissions

Parameter	Air Pollutants (tons/year, lbs or lbs/day)				
	Year	ROG	NO _x	PM ₁₀ (Exhaust)	PM _{2.5} (Exhaust)
Project Construction					
Demolition (tons/year)	2025	0.029	0.601	0.013	0.010
Site Preparation (tons/year)	2025	0.004	0.035	0.002	0.001
Grading (tons/year)	2025	0.018	0.177	0.007	0.007
Building Construction (tons/year)	2025	0.028	0.183	0.005	0.005
Building Construction (tons/year)	2026	0.149	1.029	0.029	0.026
Paving (tons/year)	2026	0.018	0.046	0.001	0.001
Architectural Coating (tons/year)	2026	2.622	0.043	0.001	0.001
Total Emissions (tons/year)		2.868	2.114	0.058	0.052
Total Emissions (lbs)		5,735.09	4,228.24	115.09	103.39
Average Daily Emissions (lbs/day) ¹		17.59	12.97	0.35	0.32
Previous FEIR Emissions (lbs/day)		17.6	58.9	0.5	0.5
Significance Threshold (lbs/day)		54	54	82	54
Exceeds Significance Threshold?		No	No	No	No
Notes: lbs = pounds NO _x = oxides of nitrogen PM ₁₀ = particulate matter 10 microns in diameter PM _{2.5} = particulate matter 2.5 microns in diameter ROG = reactive organic gases ¹ Average daily emissions equal total emissions divided by working days (326 workdays). Source: CalEEMod Output (see Appendix A).					

As shown in Table 4, the proposed project would result in similar average daily ROG emissions as the previously approved project but less NO_x and PM emissions. The proposed project's construction emissions from all construction activities would still be below the recommended thresholds of significance; therefore, the proposed project's construction would have less than significant impact related to emissions of ROG, NO_x, exhaust PM₁₀, and exhaust PM_{2.5}. The proposed project would not result in a new or more severe adverse impact related to construction criteria pollutant emissions compared to what was identified in the previous FEIR.

Operational Emissions

Operational Air Pollutant Emissions: ROG, NO_x, PM₁₀, and PM_{2.5}

Similar to the previously approved project, emissions from the operation of the proposed project would be from area sources of emissions at the project site itself, mobile sources (i.e., passenger cars, trucks, and Transport Refrigeration Units (TRUs)¹⁰), stationary sources (emergency diesel generator), and energy sources associated with the operation of the warehouse.

Area sources refer to volatile organic compound (VOC) emissions from use of consumer products by employees (cosmetics and personal care products) and also include emissions from cleaning products including detergents, cleaning compounds, polishes, floor finishes. Emissions from exhaust of any gasoline-fueled landscaping equipment also contribute to, and are included in, the area source emissions.

According to the previous FEIR, the previously approved project would generate 2,458 passenger vehicle trips, 468 van trips, and 377 truck trips. The proposed project is estimated to generate 3,782 daily passenger vehicle trips (including employees and third-party delivery drivers) and 30 daily truck trips.¹¹ Any van trips used by third-party delivery drivers are included in the passenger trips and accounts for the increase. The proposed project would result in higher passenger vehicle trips but significantly lower truck trips. The Air Quality Analysis and CalEEMod estimates are conservatively based on CalEEMod defaults for Vehicle Miles Traveled (VMT) trip length for passenger vehicles. For truck trips, the project applicant anticipates that the proposed warehouse would receive merchandise from regional delivery and sortation centers located in Oakland and Tracy. Considering the site's distance from Tracy (approximately 52 miles) and Oakland (approximately 44 miles), an average truck trip distance of 48 miles is used.

The proposed operation would include cold storage. According to applicant provided information, two of the dock doors would be dedicated for trucks with TRUs. Considering the proposed warehouse would have 23 dock doors, it is estimated that trucks equipped with TRUs to transport temperature-controlled goods would account for 10 percent of the daily truck trips (or three out of the 30 truck trips).

For the purpose of this analysis, the proposed 175-horsepower emergency fire pump would not exceed 50 hours of emergency operation per year following Bay Area Air District Rule 9-8-330—Emergency Standby Engines, Hours of Operation. Furthermore, in accordance with the latest Bay Area Air District Best Available Control Technology (BACT) guidance, the proposed diesel emergency generator would need to meet United States Environmental Protection Agency (EPA) Tier 4 Final emission standards.¹² The applicant is required to demonstrate compliance with this requirement in

¹⁰ TRUs are small diesel engines used to run refrigeration devices on trucks.

¹¹ NV5 Engineers and Consultants. 2025. Local Transportation Analysis for 1000 Gibraltar Drive Delivery Center. July 9.

¹² Bay Area Air Quality Management District (Bay Area Air District). 2024. Best Available Control Technology (BACT) Guideline. November. Website: https://www.baaqmd.gov/~media/files/engineering/bact-tbact-workshop/combustion/96-1-3.pdf?rev=210312454f084efe9dba8846cda4d372&sc_lang=en. Accessed July 13, 2025.

order to obtain the necessary Bay Area Air District stationary source permit to operate this emergency fire pump.

Operational emissions were also calculated using CalEEMod (Version 2022.1) and compared to the Bay Area Air District-recommended regional thresholds of significance. For detailed assumptions used to estimate emissions, see Appendix A. Table 5 presents the annual and average daily emissions generated during project operation.

Table 6: Operational Emissions

Emissions Source	Air Pollutants ¹			
	ROG	NO _x	PM ₁₀ (Total)	PM _{2.5} (Total)
Annual Emissions				
Mobile	1.98	2.72	5.37	1.39
Area	2.49	0.02	0.00	0.00
Energy	0.01	0.13	0.01	0.01
Stationary (Fire Pump)	<0.01	<0.01	<0.01	<0.01
Transport Refrigeration Units (TRUs)	0.03	0.19	<0.01	<0.01
Total (tons/year)	4.51	3.05	5.39	1.41
Significance Threshold (tons/year)	10	10	15	10
Exceeds Significance Threshold?	No	No	No	No
Previous FEIR Total Emissions (tons/year)	3.2	12.2	0.1	0.1
Daily Average Emissions				
Total Emissions (pounds/year)	9,014	6,098	10,772	2,811
Average Daily Emissions (pounds/day)¹	24.69	16.71	29.51	7.70
Significance Threshold (pounds/day)	54	54	82	54
Exceeds Significance Threshold?	No	No	No	No
Previous FEIR Total Emissions (pounds/year)	17.6	58.9	0.5	0.5
Notes: NO _x = nitrous oxides PM ₁₀ = particulate matter less than 10 microns or less in diameter PM _{2.5} = particulate matter less than 2.5 microns or less in diameter ROG = reactive organic gases ¹ Calculated by dividing the total pounds of emissions by 365 days in a typical year. Source: CalEEMod Output (see Appendix A).				

As shown in Table 5 above, the proposed project would result in increased ROG and PM emissions, but significantly decreased NO_x emissions. The decrease in NO_x emissions is expected due to the

significant reduction in heavy-duty truck trips and newer, cleaner vehicle technologies. However, the increase in ROG and PM emissions is likely due to a higher number of passenger vehicle trips, which generate more ROG from fuel systems and cold starts, as well as more non-exhaust PM from tire and brake wear. Changes in fleet mix and updated emission factors between model years can also contribute to these shifts.

The proposed project as a last mile delivery operation would result in far fewer truck trips compared to the previously approved project and would therefore lower criteria pollutant (particularly NO_x) emissions during operation compared to what was analyzed in the previous FEIR. Despite the changes to the proposed project, the project's operational emissions would not exceed the Bay Area Air District's thresholds of significance. MM AIR-1 and MM AIR-2 from the previous FEIR are not needed to reduce project impacts and the proposed project would not result in new or more significant impacts compared to what was identified in the previous FEIR.

Operational Carbon Monoxide Hotspot

The CO emissions from traffic generated by the proposed project are a concern at the local level because congested intersections can result in high, localized concentrations of CO (referred to as a CO hotspot).

Since the certification of the previous FEIR, the Bay Area Air District's latest (2022) CEQA Guidelines has been adopted and provides screening criteria to analyze a project's potential to result in a CO hotspot. While the previous FEIR did not include a CO hotspot analysis due to the absence of applicable Bay Area Air District guidance at the time, the release of new guidance does not, in itself, constitute "new information of substantial importance" under CEQA Guidelines Section 15162. CEQA does not require reconsideration of previously certified EIRs solely due to evolving regulatory methodologies or analytical tools unless such changes reveal that the project would have one or more significant effects not previously analyzed. As shown below, there is no substantial evidence that the proposed project would result in localized CO concentrations exceeding ambient air quality standards. Moreover, the Bay Area has remained in attainment for federal and State CO standards for many years, and regional modeling continues to demonstrate that CO emissions from motor vehicles are declining due to fleet turnover and emission control technologies. As such, the updated CO hotspot screening guidance represents a change in analytical approach—not a change in the environmental setting or project impacts—and does not trigger the need for a subsequent or supplemental environmental review.

According to the latest Bay Area Air District guidance, the CO hotspot screening criteria¹³ were used to determine whether implementing the proposed project could result in local carbon monoxide emissions that exceed the thresholds of significance. If all the following screening criteria are met,

¹³ Bay Area Air Quality Management District (Bay Area Air District). 2022. CEQA Air Quality Guidelines. April. Website: https://www.baaqmd.gov/~/_media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-3-thresholds_final_v2-pdf.pdf?la=en. Accessed May 13, 2024.

operation of the proposed project would result in a less than significant impact related to carbon monoxide:

- The project is consistent with an applicable Congestion Management Program established by the county congestion management agency for designated roads or highways, the Regional Transportation Plan (RTP), and local congestion management agency plans.
- Project-generated traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- Project-generated traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

Consistent With an Applicable Congestion Management Program

In accordance with California Government Code 65088, Santa Clara County has established a Congestion Management Program (CMP). The intent of the CMP legislation is to develop a comprehensive transportation improvement program among local jurisdictions that will reduce traffic congestion and improve land use decision-making and air quality. The Valley Transportation Authority (VTA) serves as the Congestion Management Agency (CMA) for Santa Clara County's CMP. As a CMA, VTA is required by California Statute to monitor roadway vehicle congestion and the impact of land use and transportation decisions on a countywide level, at least every two years. VTA conducts CMP monitoring and produces the CMP Monitoring and Conformance Report annually.

Milpitas, as a member agency, is required to conform to the CMP requirements for evaluating the transportation effects of land use decision on the designated CMP roadway system.¹⁴ The program is established to address regional transportation issues across City boundaries. The transportation operation analysis is intended to meet the CMP requirements by conducting intersection Level of Service (LOS) analysis at designated CMP intersection and conform to the CMP requirements for bringing intersections into compliance. In accordance with the City's Transportation Analysis Guidelines, a Local Transportation Analysis was prepared for the proposed project.¹⁵ The analysis included evaluation of both designated CMP intersections and non-CMP intersections. It was found that several CMP intersections would experience an adverse effect, defined as operating at LOS E or F, with an increase in critical delay of at least 4.0 seconds and an increase in Volume-to-Capacity ratio of 0.010 or more during the AM and/or PM peak periods. By conducting intersection analysis on nearby roadways, the proposed project is conforming to CMP requirements. As for non-CMP intersections, none of the intersections would experience an adverse effect as defined above and no

¹⁴ City of Milpitas. 2022. Transportation Analysis Guidelines. March. Website: <https://www.milpitas.gov/DocumentCenter/View/1623/Transportation-Analysis-Guidelines-PDF?bidId=>. Accessed July 17, 2025.

¹⁵ NV5 Engineers and Consultants. 2025. Local Transportation Analysis for 1000 Gibraltar Drive Delivery Center. July 9.

mitigation is required to reduce operation impacts. Therefore, the proposed project is consistent with this criterion.

Increase traffic volumes at affected intersections to more than 44,000 vehicles per hour, or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited

Based on the project's Local Transportation Analysis,¹⁶ the existing plus project traffic volumes on local residential streets would not experience hourly traffic levels above 24,000 and 44,000 vehicles per hour cited in the Bay Area Air District criteria. Specifically, Figure 33 through 35 of the Local Transportation Analysis shows the year 2040 (with project) peak-hour turning volumes at 12 studied intersections. The intersection of Oakland Road and Montague Parkway would experience the highest amount of peak-hour volume (8,668 AM peak-hour trips and 8,982 PM peak-hour trips). The peak-hours trip volume experienced at this intersection is significantly below the threshold levels of 24,000 and 44,000 vehicles per hour. Therefore, the proposed project would meet all the CO screening criteria and would result in a less than significant impact related to carbon monoxide.

The proposed project meets the CO hotspot screening criteria, and operation of the proposed project would result in less than significant impacts related to carbon monoxide.

In summary, the proposed project would not result in construction or operational impacts related to criteria pollutants. In comparison to the conclusions in the previous FEIR, the proposed project would result in similar construction impacts and would result in less operation impacts (due to a significant reduction in project truck trips). The proposed project would not result in a new or more severe adverse impact related to operation criteria pollutant emissions compared to what was identified in the previous FEIR.

c) Expose sensitive receptors to substantial pollutant concentrations?

Previous FEIR Conclusions

Fugitive Dust Emissions

The previous FEIR identified that project demolition, site preparation, grading, and material hauling activities during construction of the previously approved project could generate fugitive dust PM₁₀ and PM_{2.5} emissions that could adversely affect local air quality. The Bay Area Air District does not have a quantitative threshold of significance for fugitive dust PM₁₀ and PM_{2.5} emissions; however, the Bay Area Air District considers implementation of best management practices to control dust during construction sufficient to reduce potential impacts to a less than significant level. More specifically, the Bay Area Air District recommends that all construction projects implement the Basic Construction Mitigation Measures from the Bay Area Air District's CEQA Air Quality Guidelines to reduce emissions of fugitive dust (regardless of the estimated emissions). As such, the previous FEIR implemented MM AIR-3, which required that the previously approved project implement a dust control program that includes the Basic Construction Mitigation Measures from the Bay Area Air District's CEQA Air Quality Guidelines. In certifying the previous FEIR, the City determined that implementation of MM AIR-3

¹⁶ NV5 Engineers and Consultants. 2025. Local Transportation Analysis for 1000 Gibraltar Drive Delivery Center. July 9.

would reduce potentially significant impacts of fugitive dust emissions during project construction to a less than significant level.

Toxic Air Contaminants from Construction

According to the previous FEIR, the Bay Area Air District recommends evaluating the potential impacts to sensitive receptors located within 1,000 feet of a project. The closest existing sensitive receptors included the following:

- Workers of nearby industrial uses surrounding the site, as close as 60 feet away.
- Multi-family residence to the south of the project site, approximately 460 feet away.
- Multi-family residences to the northwest of the site, approximately 760 feet away.

Table 7 from the previous FEIR below summarizes the estimated health risks at the Maximally Exposed Individual Resident (MEIR) and at the residential receptor northwest of the project site due to Diesel Particulate Matter (DPM) and PM_{2.5} emissions from project construction and compares them to the Bay Area Air District's thresholds of significance. According to the previous FEIR, the estimated cancer risks and chronic hazard indexes (HI) for DPM and annual average PM_{2.5} concentrations from construction emissions were below the Bay Area Air District's thresholds of significance. Therefore, the impact from the previously approved project emissions of DPM and PM_{2.5} during construction on nearby sensitive receptors would be less than significant; therefore, no mitigation was required.

Table 7: Health Risks During Project Construction and Operation at the Maximally Exposed Individual Resident

Sensitive Receptor	Emission Source	Diesel Particulate Matter		Exhaust PM _{2.5}
		Cancer Risk (per million)	Chronic Hazard Index	Annual Average Concentration (µg/m ³)
MEIR	Project Construction	0.89	<0.01	0.01
	Unmitigated Project Operation	2.4	<0.01	<0.01
Residential Receptor Northwest of the Project Site	Project Construction	0.28	<0.01	0.01
	Unmitigated Project Operation	1.2	<0.01	<0.01
Bay Area Air District's Thresholds		10	1	0.3
Exceed Threshold?		No	No	No
Notes: µg/m ³ = micrograms per cubic meter. Source: WRA Environmental Consultants. 2020. 1000 Gibraltar Drive Environmental Impact Report SCH #2020069024. December.				

Toxic Air Contaminants from Operation

According to the previous FEIR, two sources of toxic air contaminants (TAC) emissions would be present during operation of the previously approved project: the proposed emergency fire pump and the diesel vehicles equipped with TRUs accessing the project site.

Based on the results of the air dispersion model prepared for the previously approved project (Appendix F of the previous FEIR), the previous FEIR evaluated operational TAC related potential health risks for the same receptors considered in the construction TAC analysis, discussed above. The previous FEIR conservatively assumed that the sensitive receptors would be exposed to an annual average DPM concentration for 30 years, which is consistent with the California Office of Environmental Health Hazard Assessment (OEHHA's) guidance for evaluating cancer risk at the sensitive receptors. Other parameters for the health risks calculation are similar to those used to evaluate the construction TAC emissions.

Estimates of the health risks at the MEIR and at the residential receptor northwest of the project from exposure to DPM and exhaust PM_{2.5} concentrations from diesel vehicles accessing the project site during operation are summarized and compared to the thresholds of significance in Table 7. The previous FEIR determined that the estimated excess cancer risks and chronic HIs for DPM and annual average PM_{2.5} concentrations from the proposed fire pump and the diesel vehicles during project operation were below the thresholds of significance. Therefore, the previous FEIR found that TAC emissions from project operation would have a less than significant impact on nearby sensitive receptors and no mitigation measures were required.

Cumulative Toxic Air Contaminants Emissions

In addition to a project's individual TAC emissions during construction and operation, the potential cumulative health risks to the MEIR from existing and reasonably foreseeable future sources of TACs were evaluated. The MEIR was evaluated because the project's contribution to health risks at the MEIR are at least three times greater than other nearby sensitive receptors, including the residential receptor northwest of the previously approved project.

Estimates of the cumulative health risks at the MEIR are summarized and compared to the Bay Area Air District's cumulative thresholds of significance in Table 8 below. The cumulative cancer risk and chronic HI from DPM emissions and annual average PM_{2.5} concentrations at the MEIR were below the Bay Area Air District's cumulative thresholds. Therefore, the project's emissions of DPM and PM_{2.5} during construction and operation would have a less than significant cumulative impact on nearby sensitive receptors; therefore, no mitigation measures were required.

Table 8: Summary of Cumulative Health Risks at the Maximally Exposed Individual Resident

Emission Source	Source Type	Diesel Particulate Matter		Exhaust PM _{2.5}
		Cancer Risk (per million)	Chronic Hazard Index	Annual Average Concentration (µg/m³)
Off-Road Diesel Construction Equipment	Project Construction	0.89	<0.01	0.01
On-Road Diesel Trucks and Fire Pump	Project Operation	2.4	<0.01	<0.01
Highways	Existing Mobile Sources	10.5	NA	0.22
Major Roadways		3.7	NA	0.8
Cumulative Health Risks		17	<0.1	0.3
Bay Area Air District's Threshold		100	10.0	0.8
Exceed Threshold?		No	No	No

Proposed Project Analysis and Conclusion

Fugitive Dust Emissions

Similar to what was identified in the previous FEIR, the proposed project's construction activities include demolition, site preparation, grading, and material hauling activities, which could generate fugitive dust PM₁₀ and PM_{2.5} emissions that could adversely affect local air quality. In order for a project to have a less than significant criteria air pollutant impact related to construction-related fugitive dust emissions, it must implement all Bay Area Air District air pollution control measures during construction activities as outlined in the previous FEIR's MM AIR-3. These control measures have not changed and are still recommended by the Bay Area Air District to reduce construction dust emissions. Therefore, similar to the previously approved project, short-term construction fugitive dust impacts would be less than significant with implementation of the previous FEIR MM AIR-3 and the proposed project would not result in new or more severe impacts compared to what was analyzed in the previous FEIR. Note that MM AIR-3 from the previous FEIR has been slightly modified herein to correctly refer the Bay Area Air District's updated name.

Toxic Air Pollutants

Health risk and hazard must be analyzed for sensitive receptors within a 1,000-foot radius of the project site.¹⁷

¹⁷ Bay Area Air Quality Management District (Bay Area Air District). 2022. CEQA Air Quality Guidelines. April. Website:

The surrounding land uses have remained the same since the certification of the previous FEIR. Therefore, the same residential land uses and sensitive receptors are analyzed in both the previous FEIR and in this addendum. In addition, since the certification of the previous FEIR, the Bay Area Air District has published its 2022 CEQA Guidelines, which expands the definition of sensitive receptors to include off-site workers and students. Accordingly, off-site workers are also analyzed. There are no schools within 1,000 feet of the project site.

Toxic Air Contaminants from Construction

A Health Risk Assessment (HRA) was prepared to analyze the potential health impacts on surrounding sensitive receptors resulting from TAC emissions during construction. The assessment is provided below, while Appendix A provides detailed assumptions and modeling parameters.

HRA outputs in Appendix A include local maps showing the project site, locations of sources modeled, and identification of sensitive receptors within 1,000 feet of the site. AERMOD dispersion model reports are also included.

As discussed above, the sensitive receptors near the project site are the same as those identified in the previous FEIR and include residents and off-site workers. Of the nearby sensitive receptors, AERMOD dispersion modeling of construction emissions shows that the MEIR is a residence located on Amalfi Loop approximately 460 feet away, same as the MEIR identified in the previous FEIR. and the maximally exposed individual worker (MEIW) is located in industrial uses immediately north of the project site. Table 9 summarizes the cancer risk and chronic HI results for the proposed project construction at the MEIR and MEIW locations.

Table 8 shows that the construction DPM and PM_{2.5} emissions generated by the proposed project would not result in an exceedance of Bay Area Air District cancer risk and chronic non-cancer HI thresholds at any location. The calculated cancer risks and chronic non-cancer hazards are substantially the same as those calculated for the previously approved project. Therefore, similar to the previously approved project, the proposed project's construction would not result in significant health impacts to nearby sensitive receptors.

Table 9: Estimated Construction Cancer Risks and Chronic Non-Cancer Hazards

Cancer Risk Scenario	DPM Cancer Risk (risk per million)	DPM Chronic Non-Cancer Hazard Index	Annual PM_{2.5} (µg/m³)
Maximum Exposed Individual Resident ¹	0.9	<0.01	0.0113
Maximum Exposed Individual Worker ²	0.2	<0.01	0.0369
Thresholds of Significance	10	1	0.3

https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-3-thresholds_final_v2-pdf.pdf?la=en. Accessed July 15, 2025.

Cancer Risk Scenario	DPM Cancer Risk (risk per million)	DPM Chronic Non-Cancer Hazard Index	Annual PM _{2.5} (µg/m ³)
Exceeds Individual Source Threshold?	No	No	No
Notes: µg/m³ = micrograms per cubic meter DPM = Diesel Particulate Matter based in PM₁₀ PM_{2.5} = particulate matter less than 2.5 microns in diameter (includes PM_{2.5} exhaust, dust, brake wear and tire wear) ¹ The maximum impact for residential was determined as a location on Amalfi Loop, approximately 460 feet to the south of the project site at 598274.94 Easting 4141551.11 Northing. ² The maximum impact for off-site workers is immediately to the north of the project site at 597964.64 Easting 4142099.56 Northing approximately 60 feet from the project site boundary. Emissions Source: Appendix A. Thresholds Source: Bay Area Air Quality Management District. 2022. CEQA Air Quality Guidelines. April. Website: https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-3-thresholds_final_v2-pdf.pdf?la=en. Accessed July 15, 2025.			

Toxic Air Contaminants from Operation

For project operation, as analyzed in the previous FEIR, potential TAC emissions would be from the exhaust of the trucks entering, exiting, and idling on the site and exhaust from the TRUs. Like the previously approved project, the proposed project also includes a new, on-site fire pump, which is a stationary operational emissions source of TACs during its operation. Since this proposed fire pump would be an emergency standby engine, its operation would be limited to testing and emergency hours, and as such it is not expected to be a significant source of TAC emissions to the surroundings. Following Bay Area Air District Rule 9-8-330–Emergency Standby Engines, Hours of Operation, the proposed fire pump would likely not exceed 50 hours of emergency operation per year. However, as a permitted source, the project applicant would be required to demonstrate operational emissions compliance with Bay Area Air District standards through a separately issued Engine Permit prior to operations, per Rule 5-2 New Source Review for Toxics. Furthermore, in accordance with the latest Bay Area Air District BACT guidance, the proposed diesel fire pump would need to meet EPA Tier 4 Final emission standards.¹⁸ Therefore, existing regulations are in place to ensure TACs from the proposed emergency generator would be minimal. The following analysis focuses on potential impacts from truck exhaust and TRUs.

DPM emissions from on-road heavy-duty trucks are substantially less than those from off-road construction equipment and are dispersed over a larger linear roadway path. Projects with the potential for health risk from DPM are those with high level of truck traffic, or sites where trucks with

¹⁸ Bay Area Air Quality Management District (Bay Area Air District). 2024. Best Available Control Technology (BACT) Guideline. November. Website: https://www.baaqmd.gov/~media/files/engineering/bact-tbact-workshop/combustion/96-1-3.pdf?rev=210312454f084efe9dba8846cda4d372&sc_lang=en. Accessed July 5, 2025.

TRUs idle for a significant amount of time. The ARB's Air Quality and Land Use Handbook provides guidance on levels of activity that could result in a potential impact:¹⁹

Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating Transport Refrigeration Units (TRUs) per day, or where TRU unit operations exceed 300 hours per week).

It is anticipated that the proposed project would generate 30 daily heavy heavy-duty (HHD) truck trips, of which three trips would be from trucks with TRUs. The previous EIR analyzed 377 truck trips. The proposed project would have significantly fewer truck trips compared to what was analyzed in the previous FEIR, and the proposed project's truck and truck with TRUs trip generation is substantially below the advisory threshold in the Air Quality and Land Use Handbook; therefore, an operational HRA is not necessary and is not analyzed in this study. As such, the proposed project would have lower operational DPM emission and associated operation health risk impacts compared to the level of operational health risks analyzed in the previous FEIR (which was analyzed to be 2.4 in a million cancer risk, chronic health index of <0.01, and <0.01 $\mu\text{g}/\text{m}^3$ of $\text{PM}_{2.5}$ concentration experienced by the MEIR).

Thus, the proposed project would reduce operational TAC exposure as compared to the previously approved project. Like the previously approved project, the proposed project would not generate a significant amount of DPM or other TAC emissions during operation and would not result in significant health impacts to nearby sensitive receptors during operation.

Cumulative Toxic Air Contaminants Emissions

The Bay Area Air District recommends assessing the potential cumulative impacts from sources of TACs within 1,000 feet of a proposed project. As a result, a cumulative HRA was performed that examined the cumulative impacts of the proposed project's construction emissions and sources of TAC emissions within 1,000 feet of the proposed project. As previously discussed, the MEIR was determined to be a multi-family residence to the south of the project site, approximately 460 feet south of the project site.

For a project-level analysis, Bay Area Air District provides several tools for use in screening potential sources of TACs. These include the Stationary Source Screening Map,²⁰ which provides all the stationary sources permitted by the Air District with risk and hazard estimates; Roadway Screening Data Layers providing estimated cancer risks, hazards, and $\text{PM}_{2.5}$ concentrations for all Bay Area highways and surface streets; and Rail and Railyard Screening Data Layers providing estimated cancer risks, hazards, and $\text{PM}_{2.5}$ concentrations from diesel locomotives and select railyards. The

¹⁹ California Air Resource Board (ARB). Air Quality and Land Use Handbook: A Community Health Perspective. 2005. Website: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf>. Accessed May 15, 2025.

²⁰ Bay Area Air Quality Management District (Bay Area Air District). 2024. Stationary Source Screening Map. Website: <https://baaqmd.maps.arcgis.com/apps/webappviewer/index.html?id=845658c19eae4594b9f4b805fb9d89a3>. Accessed June 20, 2025.

Bay Area Air District risk and hazard values for the permitted stationary sources are based on concentrations at the sources' centroid and are therefore conservative.

The cumulative health risk results during project construction, including health risks from the existing stationary sources, roadway, and rail data from the Bay Area Air District sources above, are summarized in Table 9. Similar to the previous FEIR, the MEIR of the proposed project would experience health risks (cancer risk, chronic hazard index, and PM_{2.5} concentration) at levels significantly below the Bay Area Air District thresholds.

Table 10: Summary of the Cumulative Health Impacts at the MEIR

Source	Source Name/Type	Cancer Risk (per million)	Chronic Hazard Index	Maximum Annual PM _{2.5} Concentration (µg/m ³)
Proposed Project	Construction Diesel Particulate Matter	0.9	<0.01	0.0113
Existing Stationary Sources				
7441	Flex	1.03	0.00	0.02
3156	Quality Transformer and Electronics	0.00	0.01	0.00
18388	Evoqua Water Technologies	0.00	0.01	0.12
19840	Universal Industrial Finishing	0.02	0.00	0.00
21180	Eco Office Inc	0.00	0.00	0.00
109668-1	Balch Petroleum – Gas Dispensing Facility	0.06	0.00	0.00
110788-1	Flyers #401 – Gas Dispensing Facility	2.31	0.01	0.00
Existing Roadways and Rails				
Existing Roadways		5.72	0.02	0.12
Existing Rails		0.34	<0.01	<0.01
Cumulative Health Risks with Project				
Cumulative Total with Project		10.38	0.07	0.28
Bay Area Air District Cumulative Thresholds of Significance		100	10	0.8
Threshold Exceedance?		No	No	No
Notes: µg/m ³ = micrograms per cubic meter Bay Area Air District = Bay Area Air Quality Management District MEIR = Maximally Exposed Individual Receptor PM _{2.5} = particulate matter less than 2.5 microns in diameter Project and stationary source risks and hazards are for diesel exhaust, which does not have an established Acute Reference Exposure Level. Source: Appendix A				

As demonstrated in Table 9, the proposed project would cause lower health impacts at the MEIR than analyzed under the previous FEIR. Therefore, there are no new or more severe cumulative health impacts and the proposed project would have less than significant impacts.

Conclusion

The surrounding land uses have remained the same since the certification of the previous FEIR. Therefore, the same residential land uses and sensitive receptors are analyzed in both the previous FEIR and in this addendum. In summary, similar to the previously approved project, the proposed project would not expose sensitive receptors to substantial pollutant concentrations during construction and operation with the exception of potential construction fugitive dust. Consistent with the previous FEIR, implementation of MM AIR-3 would be required to reduce impacts to less than significant. Overall, with the implementation of mitigation required by the City in certifying the previous FEIR, the proposed project would not result in new or more severe adverse impacts that were not identified in the previous FEIR.

d) Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?

Previous FEIR Conclusions

The previous FEIR determined that because the previously approved project is a warehouse facility, project construction and operation would not be expected to generate significant odors. Therefore, the project would have a less than significant impact related to other emissions; therefore, no mitigation measures were required.

Proposed Project Analysis and Conclusion

The proposed project's construction would generate diesel exhaust and ROG's which could be considered objectionable odors; however, these emissions would disperse rapidly from the project site and therefore would not create significant odors affecting a substantial number of people. The amount of diesel exhaust and ROG's are similar in quantity to what was analyzed under the previous FEIR. As such, construction odor impacts would be less than significant.

Land uses typically associated with objectionable odors include wastewater treatment plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. (Refer to Table 5-4, Odor Screening Distances, in Chapter 5 Project-level Air Quality Impacts, 2022 Bay Area Air District CEQA Guidelines.)²¹ The proposed project would involve the construction of a warehouse. The operation of this type of project would likely not generate objectionable odors that may affect a substantial number of nearby receptors. Minor sources of odors that would be generated by the proposed project, such as exhaust from mobile sources, are not typically associated with numerous odor complaints but are

²¹ Bay Area Air Quality Management District (Bay Area Air District). 2022. Bay Area Air District CEQA Guidelines, Chapter 5 Project-level Air Quality Impacts, Table 5-4, Odor Screening Distances.

known to have temporary and less concentrated odors. Therefore, operational odor impacts would be less than significant. The proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

Mitigation Measures

MM AIR-3 Fugitive Dust Control during Project Construction

During project construction, the contractor shall implement a dust control program that includes the following measures recommended by the Bay Area Air Quality Management District (Bay Area Air District):

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- A publicly visible sign shall be posted with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air District phone number shall also be visible to ensure compliance with applicable regulations.

The above measures shall be included in contract specifications. In addition, an independent construction monitor shall conduct periodic site inspections, but in no event less than four total inspections, during the course of construction to ensure these mitigation measures are implemented and shall issue a letter report to the City of Milpitas Office of Building Safety documenting the inspection results. Reports indicating noncompliance with construction mitigation measures shall be cause to issue a stop work order until such time as compliance is achieved.

Conclusion

As discussed above, all applicable mitigation measures from the previous FEIR would be required and implemented to ensure impacts are consistent with the previous FEIR.

The proposed project is consistent with the development evaluated in the previous FEIR and would not result in any new impacts or increase the severity of any previously identified impacts as compared to what was already identified and disclosed, either individually or cumulatively.

Further environmental analysis is not required because:

1. No substantial changes are proposed in the project which will require major revisions of the previous FEIR.
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous FEIR.
3. No new information of substantial importance has been identified which results in a significant effect not discussed in the previous FEIR or an impact which is more severe than shown in the previous FEIR.
4. No new mitigation measures are necessary.

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
IV. Biological Resources <i>Would the project:</i>					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	No impact	No	No	No	None
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	No impact	No	No	No	None
c) Have a substantial adverse effect on	No impact	No	No	No	None

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?					
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	Less than significant impact with mitigation incorporated	No	No	No	Previous FEIR: MM BIO-1
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than significant impact	No	No	No	None
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved	Less than significant impact	No	No	No	None

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
local, regional, or State Habitat Conservation Plan?					

Discussion

a) Substantial Adverse Effects on Sensitive Species

Previous FEIR Conclusions

The previous FEIR concluded that the project would not result in impacts to special-status species.

Proposed Project Analysis and Conclusion

As shown in Table 1, the proposed project would include a single-story warehouse and office building on the same site and similar in scale and mass to the previously approved project with an overall reduction in square footage but increase in impervious surface and a slight height increase. The modifications included in the proposed project are within the overall scale of the previously approved project and consistent with the analysis in the previous FEIR. No changes have occurred with respect to the project or the circumstances under which the project is proposed that would change the significance conclusions in the previous FEIR. There are still no special-status species with the potential to occur within the project site. (Refer to Appendix B.) Recent changes in burrowing owl status under the California Endangered Species Act do not change the conclusions for the proposed project because the project site is already developed and does not contain habitat appropriate for burrowing owl. Because of the fully developed nature of the project site and the presence of buildings and associated hardscape, it is unlikely that the project site would support any special-status species. Therefore, no impact to special-status species would result from the proposed project. The proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

b) Substantial Adverse Effects on Riparian Habitat

Previous FEIR Conclusions

The previous EIR concluded that the project would not result in impact to riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game (CDFW) or United States Fish and Wildlife Service (USFWS).

Proposed Project Analysis and Conclusion

No changes have occurred to the project that would change the impacts analyzed in the previous FEIR. The project site is located within a developed area and does not support any riparian or other sensitive natural communities. Therefore, no impact to riparian habitat or other sensitive natural communities would result from the proposed project. The proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

c) Substantial Adverse Effects on Wetlands

Previous FEIR Conclusions

The previous FEIR concluded that the project would not result in impacts to State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Proposed Project Analysis and Conclusion

No changes have occurred with respect to the project or the circumstances under which the project is proposed that would change the significance conclusions analyzed in the previous FEIR. The project site is on the same site analyzed in the previous FEIR, within a developed area, and not located in an area that supports wetlands, drainages, or water bodies as defined by Section 404 of the Clean Water Act. Moreover, the same as the approved project, the proposed project would not result in the direct removal, filling or hydrological interruption of such wetlands. Therefore, no impact to federally protected wetlands would result from the proposed project. The proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

d) Interfere with Wildlife Corridors

Previous FEIR Conclusions

The previous EIR concluded that the previously approved project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, nor would it impede the use of wildlife nursery sites, and therefore, impacts would be less than significant with MM BIO-1 incorporated.

In addition, the previous FEIR concluded that while trees present at the project site could provide temporary roosts (e.g., night roosts) for bat species, many of the trees at the project site are relatively small and do not provide suitable large/deep hollows for the establishment of hibernacula roosts. Furthermore, anthropogenic activities surrounding the site are a deterrent for several special-status bat species and the buildings had been well maintained, therefore limiting ingress/egress points for bats. Nonetheless, the previous FEIR included in MM BIO-1 pre-construction habitat assessment and surveys for bat roosts to ensure impacts would be less than significant.

Proposed Project Analysis and Conclusion

No changes have occurred with respect to the project or the circumstances under which the project is proposed that would change the significance conclusions analyzed in the previous FEIR. The

proposed project is located on the same site as the approved project, within a developed, landscaped area that supports wildlife species typically associated with urban and suburban areas and may have the potential to support bat roosts. Because the project site is within a developed urban area, there are no major wildlife movement corridors that pass through or are adjacent to the site. However, existing trees are located throughout and within disturbance distance of the project site. Trees and other landscape vegetation generally have the potential to support nests of common native bird species. All native birds, regardless of their regulatory status, are protected under the federal Migratory Bird Treaty Act (MBTA) and California Fish and Wildlife Code. The proposed project would result in the removal of approximately 18 protected trees (in addition to the 7 protected trees removed since approval of the previous project), which is less than the 88 protected trees evaluated for removal in the previously approved project. As indicated in the previous FEIR, if the removal is conducted during the breeding season, vegetation removal and construction activities could directly impact nesting birds by removing trees or vegetation that support active nests. As required by the previous FEIR, this impact is mitigated with the implementation of MM BIO-1. Note that the end of the survey period of the mitigation measure has been updated (from July to August) to ensure pre-construction surveys are conducted during the entirety of the nesting season. This change has been implemented to refine the mitigation measure and reflect a more effective and appropriate implementation period and is not required due to a new or more severe impact.

As concluded in the previous FEIR, on-site trees and buildings may have the potential to provide temporary roosts for bat species, although the likelihood is low due to the urban environment and size of on-site trees. Therefore, consistent with the previous EIR, implementation of MM BIO-1 would be required to ensure impacts are less than significant.

Overall, with the implementation of mitigation from the previous FEIR, the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

e) Conflict with Local Policies or Ordinances

Previous FEIR Conclusions

A Tree Survey Report prepared by Helix in 2019 was prepared for the previously approved project (Appendix B). The Tree Survey Report reviewed Section 4.02 of the City of Milpitas Code of Ordinances (code), stating it is unlawful for any person other than City personnel in the performance of their duty to remove a protected tree or street tree without applying for a permit issued by the Public Works Department. Chapter 201.5 of the code defines protected trees on commercial/industrial properties as “all trees which have a 37-inch or greater circumference of any trunk measured 4.5 feet from the ground.” The code defines street trees as those “located in the public right-of-way between the curb and the sidewalk.” The purpose of the tree survey was to inventory and conduct a rapid visual inspection of protected trees on the project site.

Per the 2019 Tree Survey Report, a total of 183 protected trees on the project site, including those adjacent to street frontages, were inventoried and assessed. Of the 183 protected trees, 82 were identified as large shamel ashes (*Fraxinus uhde*) and another 26 as large sweetgums (*Liquidambar styraciflua*), located along the edges of the property next to Gibraltar Drive and South Milpitas

Boulevard. Most of the remaining 75 protected trees were identified as Chinese fringe trees (*Chionanthus retusus*), Chinese pistache (*Pistacia chinensis*) trees, and London plane (*Platanus x acerifolia*) trees planted around the office buildings and in the parking lots.

The previous FEIR concluded that, with the acquisition of a tree removal permit from the City of Milpitas, removal of the 88 protected trees on-site would not conflict with applicable local policies or ordinances protecting biological resources. As such, the previous FEIR concluded that the project would have a less than significant impact related to local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Proposed Project Analysis and Conclusion

No changes have occurred with respect to the project or the circumstances under which the project is proposed that would change the significance conclusion analyzed in the previous FEIR. The proposed project is located on the same site as the approved project and would be required to comply with the same local, State and federal regulations as addressed in the previous FEIR.

An Addendum to the previously prepared 2019 Tree Survey Report was conducted in May 2025 by Stringer Biological Consulting, Inc. (Appendix B). As noted therein, the majority of the on-site trees have declined since the 2019 survey, with the majority of the trees in fair condition versus the majority of the trees previously being reported as in good condition in the 2019 Tree Survey Report. Many of the ornamental trees in the landscaped areas around the buildings were no longer present at the time of the survey update. Furthermore, many trees were identified as having been removed or identified as having a declining or severe decline status. As a result, a total of only 98 trees present on or overhanging the project site were identified as protected according to the City of Milpitas code; significantly less than the 198 previously identified in the 2019 Tree Survey Report.

Protected trees within the project site would be removed as a part of the proposed project; however, far fewer trees would be removed compared to the previously approved project (see Table 1), resulting in a reduction of the approved project's already less than significant impact. The project applicant is required to obtain a tree removal permit prior to the removal of trees that are determined to be protected (Tree Removal Permit No. TR25-0021). Furthermore, the proposed project would include the planting of 185 trees on-site (not including the existing trees to remain), thereby exceeding the protected tree replacement ratio of 2:1. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources and this impact would be less than significant. Furthermore, the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

f) Conflict with Habitat Conservation Plan

Previous FEIR Conclusions

The previous FEIR concluded that because the project site does not fall within the Covered Area for the Santa Clara Valley Habitat Plan and does not include activities pertinent to the conservation of burrowing owls. Conflicts with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approval local, regional, or State Habitat Conservation Plan would be less than significant

Proposed Project Analysis and Conclusion

No changes have occurred with respect to the project or the circumstances under which it is being proposed that would change the significance conclusions analyzed in the previous FEIR. The project site is located on the same parcels as the approved project and does not fall within the Covered Area for the Santa Clara Valley Habitat Plan (SCVHP) and does not include activities pertinent to the conservation of burrowing owls. As such, the proposed project is not considered to be a Covered Activity under the SCVHP. No other Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the project site. Therefore, the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan and this impact would be less than significant. The proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

Mitigation Measures

MM BIO-1 Nesting Birds and Roosting Bats

If feasible, all vegetation removal shall be conducted during the non-breeding season (i.e., September 1 to January 31) to avoid the direct impacts to nesting birds. If such work is scheduled during the breeding season, a qualified biologist or ornithologist shall conduct a pre-construction survey to determine whether any birds are nesting within the project site. The pre-construction survey shall be conducted within 15 days prior to the start of work from March through May (since there is a higher potential for birds to initiate nesting during this period), and within 30 days prior to the start of work from June through August. If active nests are found during the survey, the biologist or ornithologist shall determine an appropriately sized buffer around the nest in which no work shall be allowed until the young have successfully fledged. The size of the buffer shall be determined by the biologist or ornithologist in consultation with the California Department of Fish and Wildlife (CDFW), and would be based on the nesting species, its sensitivity to disturbance, and the expected types of disturbance.

In order to avoid impacts to roosting bats, a pre-construction habitat assessment and survey(s) for bat roosts shall be conducted in any large trees (dbh >24 inches) within 100 feet of any planned work areas and in any buildings planned for demolition. This effort shall occur prior to the start of work to evaluate whether potential roost habitat occurs and to determine the type (i.e., maternity or nonmaternity) and status (i.e., active or inactive) of the roost. If an active maternity or special-status bat roost is found, removal of maternity roost trees or building shall be avoided during the maternity roosting season or until a qualified biologist determines the roost has been vacated. Felled trees without maternity or special-status roosts shall be allowed to lay on the ground for one night to allow any undetected roosting bats to leave the tree before it is chipped or taken off-site.

Conclusion

As discussed above, all applicable mitigation measures from the previous FEIR would be required and implemented to ensure impacts are consistent with the previous FEIR.

The proposed project is consistent with the development evaluated in the previous FEIR and would not result in any new impacts or increase the severity of any previously identified impacts as compared to what was already identified and disclosed, either individually or cumulatively.

Further environmental analysis is not required because:

1. No substantial changes are proposed in the project which will require major revisions of the previous FEIR.
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous FEIR.
3. No new information of substantial importance has been identified which results in a significant effect not discussed in the previous FEIR or an impact which is more severe than shown in the previous FEIR.
4. No new mitigation measures are necessary.

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
V. Cultural and Tribal Cultural Resources					
<i>Would the project:</i>					
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?	No impact	No	No	No	None
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Less than significant impact with mitigation incorporated	No	No	No	Previous FEIR: MM CULT-1
c) Disturb any human remains, including those interred outside of formal cemeteries?	Less than significant impact with mitigation incorporated	No	No	No	Previous FEIR: MM CULT-1, MM CULT-2
<i>Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:</i>					
d) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public	Less than significant impact with mitigation incorporated	No	No	No	Previous FEIR: MM CULT-1, MM CULT-2

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
Resources Code Section 5020.1(k), or					
e) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	Less than significant impact with mitigation incorporated	No	No	No	Previous FEIR: MM CULT-1, MM CULT-2

Discussion

Cultural Resources

a) Historical Resources

Previous FEIR Conclusions

The previous FEIR concluded that there are no known historical resources within the project boundaries. The records search, conducted at the Northwest Information Center (NWIC) on May 11, 2020, identified two historical resources within the 0.25-mile search radius, none of which were located within the project boundaries. Review of historic aerial photography dating back to 1948 shows the project area was used for agriculture and/or undeveloped until the early 1980s. Therefore, for the purposes of this analysis, and because there are no historical resources within the project boundaries, the previous FEIR concluded no impacts in relation to historical resources.

Proposed Project Analysis and Conclusion

The proposed project is located on the same site and is consistent with the findings of the previous FEIR. The updated records search results, conducted at the NWIC on March 21, 2025, identified three historical resources within the increased 0.5-mile search radius (Appendix C), none of which are located within the project boundaries. Additionally, a new pedestrian survey, conducted on May 2, 2025, did not identify any historical resources. The analysis did not reveal any significant changes from what was evaluated and disclosed in the previous FEIR. As such, no new impacts would occur, and the proposed project would not result in new or more severe adverse impacts that were not previously identified in the previous FEIR.

b) Archaeological Resources

Previous FEIR Conclusions

The results of the previous NWIC records search identified three archaeological resources within the 0.25-miles search boundary, none of which address the project area. However, because the superficial geology of the project area consists entirely of Holocene alluvium deposits, in addition to the project site's proximity to the San Francisco Bay, the desktop archaeological sensitivity analysis determined a moderate sensitivity of encountering potentially significant archaeological resources during project-related ground-disturbing activities. Therefore, the previous FEIR concluded that project-related ground-disturbing activities could result in significant impacts to previously unidentified archaeological resources. As such, the previous FEIR determined that potentially significant impacts would be reduced to less than significant levels with implementation of MM CULT-1.

Proposed Project Analysis and Conclusion

The proposed project is located on the same site as the approved project. The results of the updated NWIC records search identified three pre-contact archaeological resources within the 0.5-mile search radius, none of which are located within the project site boundaries. Additionally, the pedestrian survey failed to identify any previously unrecorded archaeological resources. Consistent with the

previous FEIR, a buried site sensitivity analysis indicates that the proposed project site is underlain by Holocene age, alluvial fan deposits. Therefore, the analysis of the proposed project does not identify and significant changes or new information compared to the approved project. The proposed project is consistent with the findings of the previous FEIR regarding the potential encounter of significant archaeological resources during project-related ground-disturbing activities and the need for mitigation. Accordingly, implementation of MM CULT-1 would reduce any potential impacts to less than significant. As such, no new impacts would occur, and the proposed project would not result in new or more severe adverse impacts that were not previously identified in the previous FEIR.

c) Burial Sites

Previous FEIR Conclusions

The previous FEIR background research determined that no human remains, or formal cemeteries have been identified within the project boundaries. Additionally, the land use designations for the project area do not include cemetery uses, and no known human remains exist within the project area. Therefore, the previously approved project was not anticipated to disturb any human remains.

However, because the previously approved project would have involved ground-disturbing activities, it is possible that such actions could unearth, expose, or disturb previously unknown human remains. If human remains were discovered during construction activities, impacts on the human remains would be significant if those remains were disturbed or damaged. The previous FEIR concluded that such potentially significant impacts would be reduced to a less than significant with the implementation of MM CULT-2.

Proposed Project Analysis and Conclusion

The proposed project is on the same site as the approved project. The updated NWIC records search results did not identify any changed circumstances or new information, such as burial sites, human remains, or formal cemeteries within the proposed project site or the 0.5-mile search radius. While no formal cemeteries or areas containing human remains are known to be in the project site's vicinity, the possibility always exists that construction-related ground disturbance may uncover previously undiscovered human remains. In the unlikely event such a discovery is made, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and Section 5097.98 shall be followed. Implementation of MM CULT-2, which details inadvertent discovery procedures, would reduce potential impacts to previously undiscovered human remains to a less than significant level. As such, the proposed project would be consistent with the previous FEIR, no new impacts would occur, and the proposed project would not result in new or more severe adverse impacts that were not previously identified in the previous FEIR.

Tribal Cultural Resources

d) Listed or Eligible Resources

Previous FEIR Conclusions

The previous records search conducted at the NWIC on May 11, 2020, did not identify any Tribal Cultural Resources (TCRs), within the project boundaries or the 0.25-mile radius that might be impacted by the previously approved project. Nevertheless, there remains a possibility that previously unrecorded archaeological deposits, including human remains, are present in the project area. If such deposits are present and were found to qualify as TCRs, as defined in Public Resources Code Section 21074, any potential impacts from the previously approved project on the resource would be potentially significant. Such potentially significant impacts would be reduced to less than significant with the implementation of MM CULT-1 and MM CULT-2.

Proposed Project Analysis and Conclusion

The proposed project is on the same site as the approved project and would have the same project boundaries. The results from the updated NWIC records search, conducted on March 21, 2025, did not identify any changed circumstances or new information. It failed to identify any listed or eligible for listing TCRs that may be adversely affected by the proposed project. Furthermore, the results from the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search results conducted on February 24, 2025, were negative for TCRs within the project boundaries. As such, no eligible or potentially eligible TCRs would be adversely affected by the proposed project. However, because the proposed project would result in similar ground disturbance as the approved project, in the event that undiscovered TCRs are encountered during project-related ground disturbance, the proposed project could result in significant impacts similar to those disclosed in the previous FEIR for the approved project. Accordingly, implementation of MM CULT-1 and MM CULT-2 would reduce any potential impacts to less than significant impact. As such, and consistent with the conclusion in the previous FEIR, no new impacts would occur, and the proposed project would not result in new or more severe adverse impacts that were not previously identified in the previous FEIR.

e) Lead Agency Identified Resources

Previous FEIR Conclusions

The previous FEIR found a less than significant impact with respect to TCRs, as defined by Public Resources Code Section 21074. In certifying the previous FEIR, the City found that the background research and records search did not identify any resources in the project site or in the immediate vicinity that would be adversely impacted by the approved project. Nonetheless, the previous FEIR determined that the potential for unanticipated discovery could result in a potential impact and implemented MM CULT-1 and MM CULT-2 to reduce potential impacts to less than significant levels. As noted in the previous FEIR, no California Native American Tribes requested notification in conjunction with the proposed project.

Proposed Project Analysis and Conclusion

Public Resources Code Section 21074 defines a TCR as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. The proposed project is located on the same site as the approved project. Accordingly, the proposed project would have the same potential for unanticipated discovery as the approved project and would be subject to MM CULT-1 and MM CULT-2.

In order for the Lead Agency to determine significant impacts to TCRs, consultation under Senate Bill (SB) 18 and/or Assembly Bill (AB) 52 shall be initiated between Native American Tribes and the Lead Agency for the purpose of preserving or mitigating potential impacts to TCRs. However, consultation under SB 18 and/or AB 52 applies when a lead agency prepares an EIR, amendment of general plans or specific plans, or designation of open space. As such, it is not applicable to the preparation of this Addendum. Per the discussion above and with the implementation of MM CULT-1 and MM CULT-2, the proposed project would not result in new or more severe adverse impacts that were not previously identified in the previous FEIR.

Mitigation Measures

MM CULT-1 Unanticipated Discovery Protocol for Archaeological Resources

If indigenous or historic era archaeological resources are encountered during proposed project development or operation, all activity within 100 feet of the find shall cease and the find shall be flagged for avoidance. The City and a qualified Archaeologist, defined as one meeting the U.S. Secretary of the Interior's Professional Qualifications Standards for Archaeology, shall be immediately informed of the discovery. The qualified Archaeologist shall inspect the find within 24 hours of discovery and notify the City of their initial assessment. If the resource is indigenous, the City shall also contact relevant California Native American Tribes to assist in determining whether the resource may qualify as a Tribal Cultural Resource.

If the City determines, based on recommendations from the qualified Archaeologist and, if the resource is indigenous, relevant California Native American Tribes, that the resource may qualify as a historical resource or unique archaeological resource (as defined in CEQA Guidelines § 15064.5), or a Tribal Cultural Resource (as defined in Public Resources Code § 21074), the resource shall be avoided if feasible.

Avoidance means that no activities associated with the proposed project that may affect cultural resources shall occur within the boundaries of the resource or any defined buffer zones. If avoidance is not feasible, the City shall consult with appropriate Native American Tribes (if the resource is indigenous), and other appropriate interested parties to determine treatment measures to avoid, minimize, or

mitigate any potential impacts to the resource pursuant to Public Resources Code Section 21083.2 and CEQA Guidelines Section 15126.4. This shall include documentation of the resource and may include data recovery or other measures. 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 the portion(s) of the significant resource. The resource and treatment method shall be documented in a professional-level technical report to be filed with the California Historical Resources Information System. Work in the area may commence upon completion of approved treatment and under the direction of the qualified Archaeologist.

MM CULT-2 Unanticipated Discovery Protocol for Human Remains: If human remains are uncovered during proposed project construction, all work shall immediately halt within 100 feet of the find and the Santa Clara County Coroner shall be contacted to evaluate the remains and follow the procedures and protocols set forth in CEQA Guidelines Section 15064.5(e)(1). If the County Coroner determines that the remains are Native American, the City shall contact the Native American Heritage Commission (NAHC), in accordance with Health and Safety Code Section 7050.5(c) and Public Resources Code Section 5097.98. As required by Public Resources Code Section 5097.98, the City shall ensure that further development activity avoids damage or disturbance in the immediate vicinity of the Native American human remains, according to generally accepted cultural or archaeological standards or practices, until the City has conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.

Conclusion

As discussed above, all applicable mitigation measures from the previous FEIR would be required and implemented to ensure impacts are consistent with the previous FEIR.

The proposed project is consistent with the development evaluated in the certified previous FEIR and would not result in any new impacts or increase the severity of any previously identified impacts as compared to what was already identified and disclosed, either individually or cumulatively.

Further environmental analysis is not required because:

- 1 No substantial changes are proposed in the project which will require major revisions of the previous FEIR.
- 2 No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous FEIR.

- 3 No new information of substantial importance has been identified, which results in a significant effect not discussed in the previous FEIR or an impact which is more severe than shown in the previous FEIR.
- 4 No new mitigation measures are necessary.

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
VI. Energy <i>Would the project:</i>					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than Significant Impact	No	No	No	None
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	Less than Significant Impact	No	No	No	None

Discussion

- a) **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

Previous FEIR Conclusions

In certifying the previous FEIR, the City determined that construction of the previously approved project would require energy for the manufacture and transportation of construction materials, preparation of the site for demolition, and construction of the creative industrial building. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. According to the previous FEIR, construction activities were not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy usage on the project site

during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources.

Energy consumed by the previously approved project would be associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with the project. The previously approved project would be constructed to California Green Building Standards Code (CALGreen) standards Tier I or Tier II, which would help to reduce energy and natural gas consumption. Therefore, the previous FEIR determined that the previously approved project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment use, and transportation. As such, the previous FEIR found that construction and operation period impacts related to consumption of energy resources would be less than significant.

Proposed Project Analysis and Conclusion

Construction

The proposed project construction schedule is assumed to begin in October 2025 and conclude in December 2026. The proposed project would require demolition, grading, building construction, architectural coating, and paving. Like the previously approved project, the construction phase would require energy for the manufacture and transportation of building materials, preparation of the site (e.g., demolition, site clearing, and grading), and the actual construction of the building. Petroleum-based fuels such as diesel fuel and gasoline would be the primary sources of energy for these tasks.

The types of on-site equipment used during construction of the proposed project would be substantially the same as those anticipated for the previously approved project and could include gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, front-end loaders, forklifts, and cranes. Construction equipment is estimated to consume a total of 20,031 gallons of diesel fuel over the entire construction duration (Appendix A).

Fuel use associated with construction vehicle trips generated by the proposed project was also estimated; these trips include construction worker trips, haul truck trips for material transport, and vendor trips for construction material deliveries. Fuel use from these vehicles traveling to the project site was based on (1) the projected number of trips the proposed project would generate during construction, (2) average trip distances by trip type, and (3) fuel efficiencies estimated in the ARB EMFAC mobile source emission model. The specific parameters used to estimate fuel usage are included in Appendix A. The proposed project is estimated to generate 988,646 VMT and a combined 80,038 gallons of combined gasoline and diesel for vehicle travel during construction. Table 10 shows the proposed project energy consumption during construction and operation.

While energy consumption was not quantified in the previous FEIR, the energy demand associated with the construction of the proposed project remains consistent with the analysis under the prior FEIR. The types of land uses, building square footage, and anticipated vehicle trips have not changed in a way that would substantially increase energy consumption. For example, the proposed building is slightly smaller (approximately 3,476 square feet) smaller than the approved project. Additionally,

advancements in construction technology and equipment standards may reduce fuel consumption and construction-related energy impacts compared to the assumptions utilized in the previous FEIR. Therefore, similar to the previously approved project, it is anticipated that the construction phase of the proposed project would not result in wasteful, inefficient, and unnecessary consumption of energy. The proposed project will not result in any new or more severe impacts related to energy consumption. As such, construction-related energy impacts remain less than significant.

Operation

The proposed project would consume energy as part of building operations and transportation activities. Project energy consumption is summarized in Table 11.

Table 11: Estimated Project Construction and Operational Energy Consumption

Energy Consumption Activity	Project Consumption
Construction	
Construction Equipment Fuel	20,031 gallons of diesel
Construction Vehicle Fuel	80,038 gallons of gasoline and diesel
Operation	
Operational Electricity Consumption	5,392,128 kWh/year
Operational Natural Gas Consumption	2,551,228 kBTU/year
Operational Fuel Consumption–Passenger Vehicles	528,607 gallons of gasoline, 1,127 gallons of diesel, 188,337 kWh-hour of electricity and diesel/year
Operational Fuel Consumption–Trucks	78,821 gallons of diesel, 24 gallons of gasoline, 8,990 gallons of compressed natural gas, and 10,925 kWh-hour of electricity per year
Operational Fuel Consumption–Transport Refrigerated Units	3,824 gallons of diesel
Notes: kBTU = kilo-British Thermal Unit kWh = kilowatt-hour VMT = Vehicle Miles Traveled Source: Appendix A.	

The proposed project's building would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the State's Building Energy Efficiency Standards. The Building Energy Efficiency Standards have implemented increasingly stringent energy efficiency requirements as part of the State's ongoing efforts to reduce GHG emissions and promote sustainability. Each code cycle has introduced higher performance standards for residential and nonresidential buildings, incorporating advanced technologies and design practices to improve

energy conservation.²² Therefore, the proposed project would be subject to higher energy efficiency standards than the previously approved project. These are widely regarded as the most advanced Building Energy Efficiency Standards and compliance would ensure that building energy consumption would not be wasteful, inefficient, or unnecessary.

In addition, the proposed project would be required to comply with CALGreen measures for 2022 (which, similar to the Building Energy Efficiency Standards, has more stringent sustainability requirements than the previous cycles) which require rooftop photovoltaics (PV) solar panels with battery storage for warehouses and heat pumps (in all climate zones) for office space in warehouses consistent with decarbonization strategies. Thus, the proposed project would incorporate renewable energy options thereby increasing reliance on renewable energy and improving energy conservation.

Therefore, similar to the previously approved project, energy consumption resulting from construction and operation of the proposed project would not conflict with Statewide goals and would not be considered wasteful, inefficient, or unnecessary. The proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Previous FEIR Conclusions

The previous FEIR determined that energy usage on the project site during construction would be temporary in nature. In addition, energy usage associated with operation of the proposed project would be relatively small in comparison to the State's available energy sources and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impact to regional energy supplies would be minor, the City concluded that the previously approved project would not conflict with California's energy conservation plans as described in the California Energy Commission's (CEC) 2019 Integrated Energy Policy Report. Thus, the previously approved project would avoid or reduce the inefficient, wasteful, and unnecessary consumption of energy and would not result in any irreversible or irretrievable commitments of energy. Therefore, the previous FEIR determined that the previously approved project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation and the impact would be less than significant.

²² California Energy Commission. 2024. Energy Commission Adopts Updated Building Standards Expanding Requirements for Heat Pumps and Electric-Ready Buildings. Website: <https://www.energy.ca.gov/news/2024-09/energy-commission-adopts-updated-building-standards-expanding-requirements-heat>. Accessed July 22, 2025.

Project Analysis and Conclusions

Senate Bill 100–100 Percent Renewable Energy Act

The proposed project's energy needs would be served by Silicon Valley Clean Energy, which has been serving the City of Milpitas since 2017.²³ In 2023, which is the latest year with available data, Silicon Valley Clean Energy Green Start program obtained 36.7 percent of its electricity from renewable energy sources, while the remaining electricity was sourced from nuclear (25.1 percent), large hydroelectric (38.1 percent), and unspecified power (0.1 percent).^{24,25} Silicon Valley Clean Energy would be required to meet the future objective of 60 percent of electricity from renewable energy sources by 2030.

2023 Integrated Energy Policy Report

The 2023 Integrated Energy Policy Report (IEPR), which supersedes the 2019 Integrated Energy Policy Report analyzed in the previous FEIR, serves as a strategic framework guiding California's energy transformation—recommending actionable steps to integrate clean energy more rapidly, anticipate future energy needs, and uphold grid reliability while promoting climate equity and decarbonization.²⁶ The proposed project supports clean energy goals by incorporating or being solar- and battery-ready, enabling future interconnection to the grid. It aligns with California's shift toward electrification by installing EV charging infrastructure to support eventual translation to a zero-emission delivery fleet. These features also contribute to long-term energy demand forecasts and reduce reliance on natural gas, consistent with State decarbonization targets.

In support of the IEPR's clean transportation and reliability goals, the proposed project reduces vehicle miles traveled by being strategically located near service areas, minimizing delivery distances. Furthermore, the proposed project would be required to comply with Title 24, which contributes to grid reliability by reducing peak electricity demand through energy-efficient building systems, enabling load flexibility, and facilitating integration of rooftop solar and battery-ready infrastructure. Therefore, the proposed project would be consistent with the 2023 IEPR.

Milpitas General Plan

The proposed warehouse building would be designed in accordance with Title 24, California's Energy Efficiency Standards for Nonresidential Buildings. These standards include minimum energy efficiency requirements related to building envelopes, mechanical systems (e.g., heating, ventilation, and air conditioning [HVAC] and water heating systems), and indoor and outdoor lighting. While several of these policies are voluntary or cannot be implemented by an individual development

²³ Silicon Valley Clean Energy. 2025. Your City of Milpitas Clean Energy Impact. February. Website: <https://content.govdelivery.com/accounts/CAORGSVCE/bulletins/3d0f868>. Accessed August 14, 2025.

²⁴ Unspecified power is electricity that has been purchased through open market transactions and is not traceable to a specific generation source.

²⁵ Silicon Valley Clean Energy. 2023. Power Content Label. Website: <https://www.energy.ca.gov/filebrowser/download/7360>. Accessed July 15, 2025.

²⁶ California Energy Commission (CEC). 2023 Integrated Energy Policy Report. Website: <https://www.energy.ca.gov/publications/2023/2023-integrated-energy-policy-report>. Accessed August 14, 2025.

project, compliance with Title 24 standards and other applicable regulations would ensure that the proposed project would not conflict with any of the General Plan energy conservation policies related to the proposed project's building, mechanical systems, and indoor and outdoor lighting.

In accordance with California Code of Regulations, Title 13, Section 2485, the proposed project tenant would be required to comply with heavy-duty truck idling limitations while trucks unload and load goods to avoid fuel waste. The owners and operators of trucks and freight operations would be required to comply with the Sustainable Freight Action Plan and phase in zero-emission trucks. In addition, the proposed project would include electric vehicle (EV) charging parking stalls and carpool and vanpool parking stalls on the project site, which would reduce the need to use fossil fuel powered vehicles. Thus, the proposed project would not conflict with the State's goals to minimize fossil fuel reliance with respect to transportation fuel consumption.

Similar to the previous project, the proposed project will not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. There are no substantial changes to the proposed project that would cause conflicts with any State or local plan that would lead to a new or more significant impact.

Mitigation Measures

None required.

Conclusion

As found in the previous FEIR, the proposed project would not result in any impacts related to energy. No new impacts would occur and no mitigation is required.

The proposed project is consistent with the development evaluated in the previous FEIR and would not result in any new impacts or increase the severity of any previously identified impacts as compared to what was already identified and disclosed, either individually or cumulatively.

Further environmental analysis is not required because:

1. No substantial changes are proposed in the project which will require major revisions of the previous FEIR.
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous FEIR.
3. No new information of substantial importance has been identified which results in a significant effect not discussed in the previous FEIR or an impact which is more severe than shown in the previous FEIR.
4. No new mitigation measures are necessary.

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
VII. Geology, Seismicity, and Soils					
<i>Would the project:</i>					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	No impact	No	No	No	None
ii) Strong seismic ground shaking?	Less than significant impact	No	No	No	None
iii) Seismic-related ground failure, including liquefaction?	Less than significant impact	No	No	No	None
iv) Landslides?	No impact	No	No	No	None

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
b) Result in substantial soil erosion or the loss of topsoil?	Less than significant impact	No	No	No	None
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less than significant impact	No	No	No	None
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less than significant impact	No	No	No	None
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are	No impact	No	No	No	None

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
not available for the disposal of wastewater?					
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than significant impact with mitigation incorporated	No	No	No	MM GEO-1

Existing Conditions

Based on the 2014 Working Group on California Earthquake Probabilities research described in the previous FEIR, the probability of at least one earthquake of magnitude 6.7 or larger in the San Francisco Bay region is 72 percent, and for at least one earthquake of magnitude 7.0 or larger it is 51 percent.²⁷ The project site is not located within or adjacent to a California Geological Survey (CGS) Alquist-Priolo Earthquake Fault Zone. The site is located within a State liquefaction zone and is not located within a landslide hazard zone.²⁸ The native geologic formations on the project site have been mapped as Pleistocene and Holocene-aged alluvial deposits. Based on the Geotechnical Engineering Study prepared for the previous project, soils encountered in the subsurface of the project site generally consisted of mixtures of clays, silts, sands, and gravels typical of alluvial soil deposits. The predominantly fine-grained soils typically had medium stiff to very stiff consistencies. The predominantly coarse-grained materials were generally medium dense to dense, although zones of loose soils were present in the upper 8 feet of the project site.

As a part of the previous FEIR analysis of potential paleontological resources at the site, the native geologic formations on the project site were mapped as Pleistocene and Holocene-aged alluvial deposits. The results of a search of paleontological localities in the fossil collections database maintained by the University of California Museum of identified five localities (including two

²⁷ United States Geological Survey (USGS). Earthquake Outlook for the San Francisco Bay Region 2014–2043. Website: <https://pubs.usgs.gov/fs/2016/3020/fs20163020.pdf>. Accessed April 29, 2025.

²⁸ California Geological Survey (CGS). CGS Information Warehouse: Regulatory Maps. Earthquake Zones of Required Investigation Milpitas Quadrangle. January 1, 1982, and October 19, 2004 (Revised Official Maps). Website: <https://gis.data.ca.gov/datasets/cadoc::cgs-information-warehouse-regulatory-maps/explore?location=37.418033%2C-121.890934%2C15.81>. Accessed April 29, 2025.

invertebrate, one microfossil, and two unidentified types of localities) in Holocene geologic formations and 14 localities (including 12 vertebrate and two invertebrate localities) in Pleistocene geologic formations within Santa Clara County, including a bison fossil found in Milpitas.

The geological conditions at the site have not changed since the preparation of the previous FEIR.

Discussion

a) Earthquakes

i. Surface Fault Rupture

Previous FEIR Conclusions

The previous FEIR concluded that development facilitated by the previously approved project would result in no impact related to surface fault rupture. As described above, the project site is not within or adjacent to an Alquist-Priolo Earthquake Fault Zone. As the project site is not within an established earthquake fault zone, no impact would occur.

Proposed Project Analysis and Conclusion

The project site's geological conditions have not changed since the certification of the previous FEIR. Additionally, as shown in Table 1, the proposed project would be substantially the same as the approved project, developing a single-story warehouse and office building similar in scale and mass to the previously approved project but with an overall reduction in square footage. While the proposed building would be slightly taller than the previously approved project (see Table 1), the increase in building height would not cause geologic impacts. As such, the modifications included in the proposed project are within the scope of and consistent with the analysis in the previous FEIR. The project site is not within or adjacent to an Alquist-Priolo Earthquake Fault Zone. No changes have occurred that would alter the conclusion of the previous FEIR. As such, the proposed project would have no impact related to surface fault rupture and would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

ii. Strong Seismic Ground Shaking

Previous FEIR Conclusions

The previous FEIR concluded that impacts related to strong seismic ground shaking would be less than significant. The previous FEIR indicated the site is susceptible to seismic ground shaking and that the nearest active faults include the San Andreas Fault, the Hayward Fault, and the Calaveras Fault, which are respectively located approximately 15.5 miles to the southwest, 1.7 miles to the northeast and 4.9 miles to the northeast. The Monta-Vista Shannon Fault is located approximately 11.4 miles southwest of the site.²⁹ The previous FEIR concluded that the City of Milpitas Building Safety and Housing Department reviews project plans to ensure that design plans are developed in

²⁹ California Department of Conservation (DOC). Fault Activity Map of California. Website: <https://maps.conservation.ca.gov/cgs/fam/>. Accessed April 30, 2025.

accordance with the current version of the California Building Standards Code (CBC) structural specifications, which would ensure that structures associated with the previously approved project would be designed to withstand strong seismic ground shaking. Impacts were concluded to be less than significant.

Project Analysis and Conclusion

No changes to the site's geological conditions described above have occurred that would alter the conclusion of the previous FEIR. The distances of the nearest active faults from the project site have not changed since 2020, when the previous EIR was prepared.³⁰ The proposed development would be required to comply with the most current CBC structural specifications (as reviewed by the Milpitas Building Safety and Housing Department) that would reduce impacts from strong seismic shaking to a less than significant level. As such, impacts would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

iii. Seismic-related Ground Failure, Including Liquefaction

Previous FEIR Conclusions

The previous FEIR concluded that impacts associated with seismic-related ground failure, including liquefaction, would be less than significant. The previous FEIR indicated that the project site is located within a liquefaction hazard zone, as described above. The Geotechnical Engineering Study prepared for the project site, which included a liquefaction/settlement analysis, calculated expected liquefaction-related settlements that could occur during a seismic event to be approximately 2.0 inches, and there is a low likelihood of surface manifestation potential.

The previous FEIR indicated that the site's Geotechnical Engineering Study includes recommendations for site preparation and grading, compaction of native soil and engineered fill material, and the design and construction of foundations (conventional footings) which account for potential liquefaction-related settlements. The previous FEIR concluded that the previously approved project would be required to adhere with the mandatory CBC structural specifications, as well as to comply with the recommendations in the Geotechnical Engineering Study. The previous FEIR also concluded that compliance with the above CBC specifications and Geotechnical Engineering Study recommendations would result in a building that resists adverse effects related to estimated liquefaction settlements. As such, impacts would be less than significant.

In addition, the previous FEIR concluded that, due to the depths of the liquefiable soils and the fact that there are no open creek channels crossing or bordering the project site, the potential for lateral spreading to occur within the project site is low. As such, impacts related to lateral spreading would be less than significant.

³⁰ United States Geological Survey (USGS). The San Andreas and Other Bay Area Faults. Website: <https://earthquake.usgs.gov/earthquakes/events/1906calif/virtualtour/bayarea.php>. Accessed April 29, 2025.

Project Analysis and Conclusion

No changes to the site's geological conditions have occurred that would alter the conclusion of the previous FEIR. Consistent with the previous FEIR conclusions, the proposed project would be required to comply with current CBC structural specifications and recommendations in the site's Geotechnical Engineering Study. As such, impacts related to seismic-related ground failure would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

iv. Landslides

Previous FEIR Conclusions

The previous FEIR concluded that the previously approved project would not result in any impacts related to seismically induced landslides. The previous FEIR concluded that the project site and surrounding area are relatively flat and are not designated as a landslide hazard zone. As such, the proposed project would have no impacts related to seismically induced landslides.

Proposed Project Analysis and Conclusion

No changes to the site's geological conditions have occurred that would alter the conclusion of the previous FEIR. As stated in the above environmental setting discussion, the project site is not located in a landslide hazard zone. As such, there would be no impacts related to seismically induced landslide hazards and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

b) Soil Erosion or Topsoil Loss

Previous FEIR Conclusions

The previous FEIR concluded that impacts related to soil erosion or topsoil loss would be less than significant. The previous FEIR indicated that soil erosion could occur during project grading and construction. As described in the previous FEIR, compliance with the State Water Resources Control Board's Construction General Permit, including preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), would ensure that the previously approved project would result in less than-significant impacts related to erosion or loss of topsoil during construction. The previous FEIR indicated that during operation of the previously approved project, the site's surface would be covered by a building, pavement surfaces, and landscaping and therefore would not be susceptible to substantial erosion or loss of topsoil. As such, impacts related to soil erosion or loss of topsoil were considered less than significant.

Proposed Project Analysis and Conclusion

Similar to the previously approved project, the proposed project would be subject to BMPs to reduce soil erosion (identified in Section 10 of this Addendum) and would comply with the California State Water Resources Control Board's (State Water Board's) Construction General Permit, including preparation and implementation of a SWPPP. While the proposed project includes greater impervious surfaces than the previously approved project, it would be subject to the same regulations, including a

SWPPP and Best Management Practices (BMPs). Consistent with the previously approved project, during the proposed project's operations, the site would be covered by a warehouse/office building, paved surfaces, and landscaping that would not include exposed soils; as such, the site would not be susceptible to substantial erosion or loss of topsoil during project operation. Therefore, impacts would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

c) Unstable Geologic Unit or Soils

Previous FEIR Conclusions

The previous FEIR concluded that impacts related to being located on a geologic unit or soil that is unstable would be less than significant. The previous FEIR concluded that lateral spreading and landslides are not a concern for the previously approved project because of the relatively flat topography of the area and because there are no open creek channels crossing or bordering the site. Additionally, the previously approved project was designed in accordance with the CBC and recommendations of the site's Geotechnical Engineering Study, which include measures to address the potential for liquefaction and seismically induced settlement impacts related to unstable soils.

The previous FEIR indicated that subsidence or collapse could result from the removal of subsurface water resulting in either catastrophic or gradual depression of the surface elevation of a site. The only removal of subsurface water that was identified as potentially occurring as part of the previously approved project was temporary dewatering of excavations during construction. The temporary dewatering of excavations would not cause significant ground subsidence or collapse as the dewatering would be limited and localized to the area of the excavation. Therefore, the impact related to subsidence or collapse is considered less than significant.

Based on the previous FEIR conclusions and the site's Geotechnical Engineering Study, the potential for static settlement to occur at the site (i.e., the consolidation of soils) would be reduced given the light structural loads that were proposed for the previously approved project. Anticipated static settlements of the on-site native soils were in the order of 1.5 inches, with a differential settlement of 0.75-inch.

In addition, the previous FEIR concluded that previously approved project would adhere to the City's mandatory building code structural specifications, as well as adherence to the recommendations in the Geotechnical Engineering Study. As such, impacts were determined to be less than significant.

Proposed Project Analysis and Conclusion

No changes in the site's geological conditions have occurred that would alter the conclusion of the previous FEIR. As stated above, the potential for lateral spreading and landslides to occur on-site is low. Similar to the previously approved project, the proposed project may require temporary dewatering if groundwater is encountered during construction. As described above, the temporary dewatering of excavations would not cause significant ground subsidence or collapse as the dewatering would be limited and localized to the area of the excavation.

Based on the site's Geotechnical Engineering Study, anticipated static settlements of the on-site native soils (i.e., consolidation of soils) are in the order of 1.5 inches, with a differential settlement of 0.75-inch, which, consistent with the conclusions of the previous FEIR, would not result in significant impacts related to static or differential settlement. As such, impacts would be less than significant and the proposed project would not result in a new or more severe adverse impact, related to unstable geologic units or soils, that was not identified in the previous FEIR.

d) Expansive Soils

Previous FEIR Conclusions

The previous FEIR concluded that impacts related to expansive soils would be less than significant. Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. The results of plasticity index tests, completed as a part of the Geotechnical Engineering Study, on samples of the upper soils from the project site indicate that the soils have a low expansion potential. The previously approved project would be required to adhere to the City's mandatory building code structural specifications, as well as adherence to the recommendations pertaining to imported fill in the Geotechnical Engineering Study. As such, the previously approved project's impacts related to expansive soils would be less than significant.

Proposed Project Analysis and Conclusion

The existing soils on-site have not changed since the certification of the previous FEIR. As described above, the soils on-site have a low expansion potential. In addition, the proposed project would comply with the Geotechnical Engineering Study's recommendations related to imported fill (including recommendations for use of non-expansive fill). As such, impacts related to expansive soils would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

e) Wastewater Disposal Systems

Previous FEIR Conclusions

The previous FEIR concluded that the previously approved project would not include septic tanks or alternative wastewater disposal systems; as such, no impact would occur with regards to the use of a septic system or alternative wastewater disposal system.

Proposed Project Analysis and Conclusion

The proposed project would connect to the City sewer system and would not utilize a septic tank or alternative wastewater disposal system. As such, no impact would occur and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

f) Destruction of Paleontological Resources or Unique Geologic Feature

Previous FEIR Conclusions

The previous FEIR indicated that the potential to disturb paleontological resources during the previously approved project's construction depended on the types of geologic units (and their fossil-bearing characteristics) that would be encountered. The previous FEIR concluded that disturbing artificial fill materials (which have been identified as the uppermost materials covering the site) during project construction would not impact paleontological resources because, given the disturbed nature of artificial fill, intact fossils are not generally found or well-preserved in these materials.

However, it was indicated the previously approved project would involve subsurface construction activities which would extend below fill material and into native geologic formations. The previous FEIR determined the project site is situated on Pleistocene and Holocene-aged alluvial deposits based on geologic mapping. A record search from the University of California Museum of Paleontology (UCMP) Locality Search Online Database was utilized and identified five fossil localities associated within Holocene geologic formations. In addition, 4 localities were uncovered in Pleistocene geologic formations where 12 of those localities were associated with vertebrates, including a bison fossil found in Milpitas.

Therefore, the previous FEIR concluded that significant impacts to paleontological resources could occur during excavation into native geologic formations below existing fill material, where fossils may be buried, and physical destruction of fossils could occur. The previous FEIR determined that the implementation of MM GEO-1, which includes measures to be implemented in the event that paleontological resources are discovered during construction, impacts would be less than significant.

Proposed Project Analysis and Conclusion

The Santa Clara Valley region is underlain by undifferentiated quaternary alluvium of Holocene age where several Pleistocene-age vertebrates have been uncovered, potentially indicating Pleistocene-aged rock units to be present at shallow depths. A records search request was submitted to the UCMP on April 8, 2025, to determine whether any specimen from any fossil localities were uncovered on or in proximity to the project site. The records search was completed on April 29, 2025, and determined no significant paleontological resources to be located directly on the project site. However, a right molar from a bison was uncovered approximately 2 miles northeast of the project site in the drainage channel of Coyote Creek. The specimen was unearthed from 2 feet in depth within a sandy layer with an estimated relative geologic age of recent to Pleistocene. The record search results show that Pleistocene rock units may be situated at shallow depths in the region.

The proposed project would not require any new ground disturbance that was not analyzed in the previous FEIR. Mitigation Measure GEO-1 from the previous FEIR would still be applicable to the proposed project, which would reduce potential impact to paleontological resources. Implementation of the proposed project would not change the need for or prohibit the implementation of MM GEO-1. A clarification has been added to MM GEO-1 to identify the timing regarding when the project applicant shall notify its contractors of the sensitivity for paleontological resources in the project area (addition

of the following text: “Prior to conducting ground disturbing activities”). This change has been implemented to refine the mitigation measure and is not required due to a new or more severe impact. Overall, the impact would be less than significant with the implementation of mitigation and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

Mitigation Measures

MM GEO-1 Paleontological Resources Sensitivity

Prior to conducting ground disturbing activities, the applicant shall inform its contractor(s) of the sensitivity of the project area for paleontological resources and shall include the following directive in the appropriate contract documents. The City shall verify that the following directive is included in the appropriate contract documents:

The subsurface of the construction site may be sensitive for paleontological resources. The contractor shall provide information to construction crews on how to recognize paleontological resources. If paleontological resources are encountered during project subsurface construction, all ground-disturbing activities within 25 feet of the find shall be redirected and the City and a qualified Paleontologist contacted to paleontological resources. Project personnel shall not collect or move any paleontological materials. Paleontological resources include fossil plants and animals, and such trace fossil evidence of past life as animal tracks.

The City and a qualified Paleontologist shall make recommendations for the treatment of the discovery. If found to be significant, and project activities cannot avoid the paleontological resources, adverse effects to paleontological resources shall be mitigated. Mitigation may include monitoring, recording the fossil locality, data recovery and analysis, preparation of a technical report, and providing the fossil material and technical report to a paleontological repository, such as the University of California Museum of Paleontology (UCMP). Public educational outreach may also be appropriate. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City for review.

Conclusion

As discussed above, all applicable mitigation measures from the previous FEIR would be required and implemented to ensure impacts are consistent with the previous FEIR.

The proposed project is consistent with the development evaluated in the previous FEIR and would not result in any new impacts or increase the severity of any previously identified impacts as compared to what was already identified and disclosed, either individually or cumulatively.

Further environmental analysis is not required because:

1. No substantial changes are proposed in the project which will require major revisions of the previous FEIR.
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous FEIR.
3. No new information of substantial importance has been identified which results in a significant effect not discussed in the previous FEIR or an impact which is more severe than shown in the previous FEIR.
4. No new mitigation measures are necessary.

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
VIII. Greenhouse Gas Emissions <i>Would the project:</i>					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Significant and unavoidable impact	No	No	No	None
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than significant impact with mitigation incorporated	No	No	No	None

Discussion

- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Previous FEIR Conclusions

According to the previous FEIR, the land-use sector GHG emissions from operation of the previously approved project were evaluated based on an average service population of 150 employees. As shown in Table 12 from the previous FEIR, the previously approved project's estimated CO₂e emissions per service population would be above the interim 2030 GHG efficiency threshold for the year 2030. According to the previous FEIR, the largest GHG contributions would be from mobile emissions and energy use, which accounted for 90 percent and 6 percent of the total project GHG emissions, respectively. Among the mobile emissions, vehicles associated with goods movements such as vans and heavy trucks would be the primary contributor to the previously approved project's GHG emissions due to sizes of the vehicles and the associated VMTs. According to the previous FEIR the previously approved project does not demonstrate substantial progress toward meeting the

Statewide 2030 GHG reduction target under SB 32. As such, it was concluded that impacts related to the generation of GHG emissions were potentially significant.

Table 12: Project GHG Emissions from Land-Use Sectors

Emission Source	CO ₂ e (MT/year)	CO ₂ e (MT/year/SP)	Overall Contribution
Construction	17.5	0.12	0.2%
Operation–Area	<0.1	<0.01	<0.1%
Operation–Energy	564.5	3.76	6.2%
Operation–Mobile	8,184.4	54.56	89.9%
Operation–Waste	232.1	1.55	2.5%
Operation–Water	127.6	0.85	1.4%
Total Project Emissions	9,109	60.7	—
Interim 2030 GHG Threshold	—	2.9	—
Threshold Exceedance?	—	Yes	—
Notes: MT = metric tons SP = service population “—” = not applicable Source: WRA Environmental Consultants. 2020. 1000 Gibraltar Drive Environmental Impact Report SCH #2020069024. December.			

The previous FEIR implemented MM GHG-1 to reduce GHG emissions to the maximum extent feasible. It requires a GHG Reduction Plan to demonstrate that the project’s GHG emissions per employee would be below the interim 2030 GHG threshold (2.9 metric tons carbon dioxide equivalent per service population) with the implementation of GHG reduction measures.

According to the previous FEIR, implementation of this mitigation measure would reduce the previously approved project’s GHG emissions to the maximum extent feasible and would be likely to reduce GHG emissions to below the applicable thresholds with the purchase of carbon credits. GHG reduction features in this mitigation measure would also make project operation more consistent with the State-level plans and policies, such as the Sustainable Freight Action Plan and the recent executive orders on carbon neutrality and Zero-Emission Vehicles (ZEVs). With the implementation of these GHG reduction features, especially the additional light-duty vehicle charging stations and pre-wiring for future use of heavy- and medium-duty electric trucks, the previous FEIR determined that the previously approved project went beyond the 2019 Building Energy Efficiency Standards and municipal requirements to accommodate anticipated increases in the use of ZEVs.

Nevertheless, the previous FEIR determined that the full implementation of this mitigation measure hinges on the availability of carbon credits. There remains uncertainty of availability of sufficient

carbon offset opportunities as well as uncertainty of reliability with carbon credit purchases through a third party. Therefore, the successful implementation of MM GHG-1 was considered speculative at the time the previous FEIR was published. Thus, the previously approved project's GHG emissions impact on the environment was conservatively considered significant and unavoidable.

Proposed Project Analysis and Conclusion

Project Construction

Like the previously approved project, the proposed project would emit GHG emissions during construction from the off-road equipment, worker vehicles, vendor trucks, and haul trucks. Appendix A includes detailed construction assumptions used in estimating the construction GHG emissions.

For the purpose of the analysis, the construction of the proposed project is estimated to begin in October 2025 and end in December 2026. Note that the proposed project would include later construction schedule compared to the previously approved project. The later schedule does not alter the scope, location, or intensity of construction activities. Nor does it influence the types of equipment, construction methods, and overall footprint. The proposed project would remain consistent with that evaluated in the previous FEIR. Additionally, a later construction start may reduce certain impacts due to improvements in construction technology, such as cleaner-burning engines, lower-emission equipment, and enhanced dust control measures. Compliance with updated requirements may further reduce environmental effects.

The proposed project's construction emissions are presented in Table 12. As vehicle and equipment fuel efficiencies and emission control standards continue to incrementally improve with each year, project construction emissions are likely to decrease nominally from what is shown in Table 12, should the construction schedule move to later years. Therefore, the construction GHG emissions contained in Table 13 represent a conservative assessment of project construction emissions. CalEEMod outputs, which detail the GHG emissions during each construction phase, are provided in Appendix A.

Table 13: Proposed Project Construction GHG Emissions

Construction Year	Total MT CO ₂ e per year (approx.)
2025	468
2026	521
Entire Construction Duration (2025-2026)	
Total	990
Amortized over 30 years	33
Source: Appendix A	

The proposed project would generate approximately 990 metric tons of carbon dioxide equivalents (MT CO₂e) during construction. These consist of emissions from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. The Bay Area Air District does not provide a construction-related GHG emissions threshold. Considering GHG emissions from construction would be temporary and not represent recurring annual emissions, the proposed project would not present a potentially significant impact from construction-related GHG emissions.

Project Operation

Operational or long-term emissions occur over the life of a project. Proposed project operations were modeled for the 2026 operational year, immediately following the completion of construction. Sources for operational emissions are summarized below:

- **Motor Vehicles:** These emissions refer to GHG emissions contained in the exhaust from the cars and trucks that would travel to and from the project site.
- **Area Sources:** These emissions refer to those produced during activities such as landscape maintenance.
- **Energy–Electricity:** These emissions refer to those generated by off-site power plants to supply electricity required for the project.
- **Energy–Natural gas:** These emissions refer to those generated by natural gas use. Note that the proposed project would use electricity for space heating, water heating, and vehicle charging. However, because the proposed project could include natural gas plumbing, emissions from natural gas use are provided for conservation analysis purposes.
- **Water Transport:** These emissions refer to those generated by the electricity required to transport and treat the water to be used on the project site.
- **Waste:** These emissions refer to the GHG emissions produced by decomposing waste generated by the project.
- **Refrigerant:** Fugitive GHG emissions from refrigerants used in air conditioning and refrigeration equipment.
- **Stationary source:** These emissions refer to those generated by the diesel emergency fire pump.

Table 14 presents the estimated annual GHG emissions from the proposed project's operational activities. As shown in Table 13, the proposed project would generate approximately 6,012 MT CO₂e per year after the inclusion of amortized 33 MT CO₂e per year from project construction. CalEEMod outputs, which detail the GHG emissions during operation, are provided in Appendix A.

Table 14: Operational Greenhouse Gas Emissions

GHG Emissions Source	GHG Emissions (MT CO ₂ e per year)
Mobile	5,478
Transport Refrigerated Units	39
Area	7
Energy–Electricity	5
Energy–Natural Gas	136
Water	154
Waste	143
Refrigerant	3
Stationary (Emergency Fire Pump)	14
Amortized Construction Emissions	33
Total Annual Project Emissions	6,012
Notes: MT CO ₂ e = metric tons carbon dioxide equivalent Source: Appendix A.	

The proposed project would add approximately 363 employees to the site. Therefore, the proposed project would have a GHG emissions per employee of 16.6 CO₂e (MT/year/SP).³¹ As such, the proposed project would be within the scope of, but would result in fewer GHG emissions than what was analyzed in the previous EIR (Table 14). The primary difference in GHG emissions per service population is attributable to the proposed project generating significantly fewer truck trips as a last-mile delivery operation.

Table 15: Proposed Project GHG Emissions per Service Population Compared to Prior EIR

Previous FEIR	Proposed Project
60.7 CO ₂ e (MT/year/SP)	16.6 CO ₂ e (MT/year/SP)

Since the certification of the previous FEIR, the Bay Area Air District has adopted the 2022 CEQA Guidelines. The Bay Area Air District's 2022 CEQA Air Quality Guidelines provides recommended significance thresholds for GHGs for land use development projects and plans. The new thresholds state that, if a project would contribute its "fair share" of what will be required to achieve California's long-term climate goal of carbon neutrality by 2045, then a reviewing agency can find that the impact

³¹ 6,012 MT of CO₂e divided by 363 employees equals 16.6 MT of CO₂e per service population.

would not be significant because the project would help to solve the problem of global climate change. One of the pathways to establish a less than significant GHG impact is that the project must be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).

The City of Milpitas updated its Climate Action Plan (2022 CAP) in August 2022. The 2022 CAP builds upon previous versions of the City's CAPs to align with the reduction targets established in SB 32. The City's 2022 CAP sets a mitigation-only target of reducing the City's GHG emissions by 36 percent below 2019 levels by 2030 (reduction to 283,817 MT CO₂e in 2030), 80 percent below 2019 levels by 2040 (a reduction to 94,606 MT CO₂e in 2040), as well as a goal of carbon neutrality by 2045.³² The 2022 CAP meets the requirements under Section 15183.5 of the State CEQA Guidelines as a qualified plan for the reduction of GHG emissions for use in cumulative impact analysis pertaining to new development projects.

In conjunction with the 2022 CAP, the purpose of the CAP Consistency Checklist is to implement GHG reduction measures from the 2022 CAP that apply to new discretionary development projects. New development that demonstrates consistency with relevant 2022 CAP strategies and the City's General Plan 2040 and would not conflict with the City's ability to achieve the identified GHG reduction targets through implementation of applicable measures. Projects that are consistent with the 2022 CAP, as determined through the use of this Checklist, may rely on the 2022 CAP and its associated CEQA documentation for the cumulative impact analysis of GHG emissions.

As demonstrated in the CAP Checklist prepared by the applicant (included as Appendix A), the proposed project would be consistent with all applicable measures in the City's 2022 CAP. Accordingly, the project would not conflict with the City's ability to achieve its GHG reduction targets. Because the proposed project is consistent with and does not conflict with the 2022 CAP, it would be deemed to have a less than significant GHG impact.

Overall, while the previous FEIR identified the need for MM GHG-1 to reduce GHG impacts, the proposed project would result in a less than significant impact related to GHG emissions as a result of 2022 CAP consistency. Therefore, no mitigation is required and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Previous FEIR Conclusions

According to the previous FEIR, the City's 2013 CAP (the applicable CAP at the time) included a development checklist to assist project applicants and City staff to determine whether a project complies with the 2013 CAP and contains applicable measures that will be implemented as part of

³² City of Milpitas. 2022. Milpitas Climate Action Plan Update. August. Website: <https://www.milpitas.gov/DocumentCenter/View/3124/Milpitas-Climate-Action-Plan-Update-2022>. Accessed July 22, 2025.

the project to demonstrate consistency with the 2013 CAP. Applicable actions included Measure 2.1, Energy Efficiency in New Development, Action D, Leadership in Energy and Environmental Design (LEED®) requirement for new nonresidential construction; and Measure 4.2, Tiered Water Rates, Action C, Implementation of water-efficient landscaping ordinance and the water conservation ordinance. The development checklist with details on the previously approved project's consistency with the 2013 CAP's action is in Appendix F of the previous FEIR.

The previous FEIR determined that the previously approved project was consistent with the applicable actions from the 2013 CAP and would incorporate some of the recommended actions in the GHG Reduction Plan, required by MM GHG-1. Overall, the previous FEIR found that the mitigated previously approved project would implement GHG reduction measures consistent with the 2013 CAP and, therefore, would have a less than significant impact related to conflict with the applicable plan, policy and regulations.

Proposed Project Analysis and Conclusion

As discussed in Section VIII a), the proposed project would be consistent with Milpitas' 2022 CAP. Therefore, the proposed project would not conflict with applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gases and impacts would be less than significant. As such, no mitigation is required and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

Mitigation Measures

None required.

Conclusion

As discussed above, the proposed project would result in a less than significant GHG impact and similar or reduced impacts compared to the previously approved project; therefore, the previous FEIR's MM GHG-1 is not required to reduce project impacts to less than significant levels.

The proposed project is consistent with the development evaluated in the previous FEIR and would not result in any new impacts or increase the severity of any previously identified impacts as compared to what was already identified and disclosed, either individually or cumulatively.

Further environmental analysis is not required because:

1. No substantial changes are proposed in the project which will require major revisions of the previous FEIR.
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous FEIR.

3. No new information of substantial importance has been identified which results in a significant effect not discussed in the previous FEIR or an impact which is more severe than shown in the previous FEIR.
4. No new mitigation measures are necessary.

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
IX. Hazards and Hazardous Materials <i>Would the project:</i>					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than significant impact	No	No	No	None
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than significant impact with mitigation incorporated	No	No	No	Previous FEIR: MM HAZ-1
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No impact	No	No	No	None
d) Be located on a site which is included on a list of hazardous	Less than significant impact	No	No	No	None

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?					
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No impact	No	No	No	None
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than significant impact	No	No	No	None
g) Expose people or structures, either directly or indirectly	No impact	No	No	No	None

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
to a significant risk of loss, injury or death involving wildland fires?					

Discussion

a) Transport, Use, or Disposal of Hazardous Materials

Previous FEIR Conclusions

The previous FEIR concluded that impacts related to the routine transport, use, or disposal of hazardous materials would be less than significant. Although small quantities of commercially available hazardous materials could be used during project construction activities (e.g., oil, gasoline, paint) and for landscape maintenance within the project site, these materials would not be used in sufficient quantities to pose a threat to human or environmental health. Therefore, it was concluded that the previously approved project's impacts would be less than significant in this regard.

Proposed Project Analysis and Conclusion

The proposed project would consist of warehouse and distribution uses located on the same site as contemplated in the previous FEIR. Like the previously approved project, the proposed project may use small quantities of commercially available hazardous materials during project construction activities (e.g., oil, gasoline, paint) and for landscape maintenance within the project site. However, these materials would not be used in sufficient quantities to pose a threat to human or environmental health. As such the proposed project would not result in significant impacts related to routine transport, use, or disposal of hazardous materials. As shown in Table 1, the proposed project is similar in size and scope to the previously approved project. It includes minor design modifications compared to the previously approved project but does not involve significant changes to the circumstances under which the project would be implemented. Impacts would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

b) Hazardous Material Upset or Accident

Previous FEIR Conclusions

The Phase I Environmental Site Assessment (Phase I ESA) provided as part of the previous FEIR indicated that there are no Recognized Environmental Conditions (RECs) in connection with the

project site. However, it did indicate that elevated levels of arsenic concentrations were present in on-site soils and asbestos-containing materials (ACMs) were present at the project site.

Soils from one location on the project site were reported to contain elevated levels of arsenic. Because of historic agricultural activities in the area, it was indicated that most surrounding soils contain similarly elevated levels of arsenic and the on-site arsenic levels reported were considered to be similar to background levels. As reported in the previous FEIR, regulatory authorities did not require further investigation or removal of the soil. It was noted that a soils management plan would be required for future development/excavation of the site.

Separately, the Phase I ESA reported several materials on-site containing ACMs, including flooring, ceiling, and cement piping, noting that as long as the materials were kept in good condition, no further action was needed.

Hazardous materials found on-site consisted of treatment chemicals associated with heating, ventilation, and air conditioning (HVAC) equipment and batteries associated with a power supply systems. Such materials were scheduled to be removed in January 2015. Neither the Phase I ESA nor the previous FEIR further identified the status of these chemicals on-site.

The previous FEIR concluded that due to the existing on-site hazardous materials and chemicals, impacts would be potentially significant. Therefore, implementation of MM HAZ-1, requiring a soil management plan would be required and would reduce impacts to less than significant in this regard.

Proposed Project Analysis and Conclusion

Consistent with the approved project, the proposed project would require the demolition of all on-site buildings and structures and, as such, would have the potential to result in similar potentially significant impacts related to arsenic contamination soils, ACMs, and other on-site chemicals as those already identified in the previous FEIR. The proposed project would be required to comply with federal, State and local regulations regarding the proper removal and disposal of contaminated soils, ACMs, and other on-site chemicals. Furthermore, soils on-site with elevated levels of arsenic are likely to still be present and, therefore, similar to the previously approved project, a soil removal and disposal plan would be required. MM HAZ-1 from the previous FEIR would require implementation of a soil management plan, inclusive of soil disposal methods, and therefore would reduce impacts to less than significant. There are no changes with respect to the modifications identified in the proposed project that would result in increased or different impacts compared to the previously approved project. Additionally, there have not been any changes in circumstances that would result in any changes to the impact conclusion in the previous FEIR with respect to hazards. Therefore, the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

c) Hazardous Materials in Proximity to Schools

Previous FEIR Conclusions

The previous FEIR concluded that because there are no public schools within 0.25 mile of the project site and because any on-site potentially hazardous materials would be handled in compliance with applicable laws and regulations, no impacts related to the use of hazardous materials in proximity to schools would occur.

Proposed Project Analysis and Conclusion

The proposed project would consist of a warehouse building, similar to what was contemplated in the previous FEIR and on the same site previously analyzed. Although there remain no public schools within 0.25 mile of the project site, as noted in the previous FEIR, the Stratford School, a private preparatory high school, is located approximately 0.3 miles southwest of the project site. However, potential impacts would remain less than significant. Similar to the previously approved project, any on-site potentially hazardous materials (including those being distributed) would be handled in compliance with applicable laws and regulations. As a warehouse and distribution facility, any such materials used on-site would be minimal in quantity and consist of standard items used for cleaning, landscaping, and pesticide control. Furthermore, proposed operations do not include emissions of hazardous materials. As such, no impacts related to the release of hazardous materials within proximity to a school would occur. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

d) Hazardous Materials Sites

Previous FEIR Conclusions

The previous FEIR concluded that because the project site is not included on the list of hazardous material sites compiled pursuant to Government Code Section 65962.5, the previously proposed project would not create a hazard to the public or environment through location on a hazardous materials site. As such, impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project is located on the same site as the previously approved project and there have been no identified changes in circumstances related to hazards. According to the California Department of Toxic Control's EnviroStor database, the project site continues to not be included on the list of hazardous material sites compiled pursuant to Government Code Section 65962.5.³³ As such, impact would continue to be less than significant and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

³³ California Department of Toxic Substance Control (DTSC). 2025. EnviroStor. Website: <https://www.envirostor.dtsc.ca.gov/public/map/> Accessed July 5, 2025

e) Airports

Previous FEIR Conclusions

The previous FEIR concluded that the project site is not located within an Airport Safety Zone or Airport Influence Area. Therefore, the previous FEIR concluded that no impacts related to airport hazards would occur.

Proposed Project Analysis and Conclusion

The proposed project is on the same site as the approved project. Consistent with the conclusions in the previous FEIR, the project site is located approximately 4.5 miles southwest of the San José Mineta International Airport and 4.4 miles southeast of the Regional Medical Center heliport. The project site is not located within the Airport Safety Zone or Airport Influence Area.³⁴ As such, no impact would occur and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

f) Emergency Response Evacuation

Previous FEIR Conclusions

The previous FEIR indicated that the City of Milpitas Fire Department Office of Emergency Services coordinates the City's preparedness efforts to mitigate, plan for, respond to, and recover from natural and technological disasters. In addition, the County of Santa Clara Office of Emergency Services coordinates countywide emergency response efforts including the preparation and implementation of the County of Santa Clara Emergency Operations Plan (EOP). The previous FEIR concluded that because the previously approved project would not be expected to alter or block adjacent roadways, it would not be expected to impair the function of nearby emergency evacuation routes. Therefore, it was concluded that the proposed project would have a less than significant impact on the implementation of an adopted emergency response plan or emergency evacuation plan.

Proposed Project Analysis and Conclusion

Per the City of Milpitas website, Milpitas Fire Department's Office of Emergency Management (note the minor name change) coordinates the City's preparedness efforts to mitigate against, plan for, respond to and recover from natural and technological disasters.³⁵ Consistent with the previously approved project, the proposed project would not be expected to alter or block adjacent roadways and therefore it would not be expected to impair the function of nearby emergency evacuation routes. As such, impacts would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

³⁴ Santa Clara County Airport Land Use Commission. 2024. Airport Land Use Compatibility Plan, Santa Clara County, San José Mineta International Airport. March 24.

³⁵ City of Milpitas. Office of Emergency Management. Website: <https://www.milpitas.gov/172/Office-of-Emergency-Management>. Accessed July 5, 2025.

g) Wildland Fires

Previous FEIR Conclusions

The previous FEIR concluded that because the project site is within a developed area and is not within or adjacent to a wildland fire hazard area, a State Responsibility Area for fire service, or a very high fire hazard severity zone, the previously proposed project would not expose people or structures to a significant loss, injury, or death involving wildland fires. No impact would occur.

Proposed Project Analysis and Conclusion

The proposed project is on the same site as the approved project. The project site continues to be located within a developed area and remains outside of wildland fire hazard areas, State and Local Responsibility Areas for fire service, and very high fire hazard severity zones.^{36,37} As such, the proposed project would not expose people or structures to a significant loss, injury, or death involving wildland fires and no impact would occur. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

Mitigation Measures

MM HAZ-1 Soil Management Plan

A Soil Management Plan (SMP) shall be prepared by a qualified environmental professional to outline soil management protocols that would be implemented during project construction to ensure that construction workers, the public, future site occupants, and the environment would not be exposed to hazardous materials (e.g., arsenic) that may be present in soil at the project site. The SMP shall be submitted to the City for review and approval prior to issuance of demolition or grading permits. The SMP shall include, but not be limited to, the following:

- Procedures for soil management, including identification and testing of contaminants, soil stockpiling procedures, soil reuse guidelines, and soil disposal methods.
- Requirements for notification to the City and any applicable regulatory agency(ies) of previously unknown hazardous materials found in soil during development.
- Guidelines for controlling dust during excavation and grading.

³⁶ California Department of Forestry and Fire Protection (CAL FIRE). 2024. Fire Hazard Severity Zones in State Responsibility Area. Website: <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008>. Accessed July 22, 2025.

³⁷ California Department of Forestry and Fire Protection (CAL FIRE). Compare Old (2007-2011) with New (2025) Recommended FHSZ in LRA. 2025. Website: https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9/page/Compare-old-and-new-LRA-FHSZ#data_s=id%3Awidget_114_output_config_default_geocode_0_0%3A0. Accessed July 22, 2025.

All recommendations included in the SMP shall be implemented during the demolition, grading, and construction phase of the project. Prior to the City's approval of building occupancy, the applicant shall provide the City with a report prepared by a qualified environmental professional documenting that soils on the project site were managed in accordance with the SMP during demolition, grading, and construction, and that appropriate safeguards (e.g., capping of remaining arsenic impacted soil with clean fill or hardscape materials) have been incorporated into the project design, as necessary, to ensure that the public, future site occupants, and the environment would not be exposed to unacceptable health risks from residual hazardous materials in the subsurface of the project site.

Conclusion

As discussed above, all applicable mitigation measures from the previous FEIR would be required and implemented to ensure impacts are consistent with the previous FEIR.

The proposed project is consistent with the development evaluated in the previous FEIR and would not result in any new impacts or increase the severity of any previously identified impacts as compared to what was already identified and disclosed, either individually or cumulatively.

Further environmental analysis is not required because:

1. No substantial changes are proposed in the project which will require major revisions of the previous FEIR.
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous FEIR.
3. No new information of substantial importance has been identified which results in a significant effect not discussed in the previous FEIR or an impact which is more severe than shown in the previous FEIR.
4. No new mitigation measures are necessary.

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
X. Hydrology and Water Quality <i>Would the project:</i>					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less than significant impact	No	No	No	None
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than significant impact	No	No	No	None
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a	Less than significant impact	No	No	No	None

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
manner which would:					
(i) result in substantial erosion or siltation on- or off-site;	Less than significant impact	No	No	No	None
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	Less than significant impact	No	No	No	None
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	Less than significant impact	No	No	No	None
(iv) impede or redirect flood flows?	Less than significant impact	No	No	No	None

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less than significant impact	No	No	No	None
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than significant impact	No	No	No	None

Existing Conditions

For informational purposes, the below discussion includes updates to the hydrology and water quality regulatory background and to the description of the City's storm drainage system based on the City's Storm Drain Master Plan adopted in October 2021.³⁸ The discussion also includes updates based on information from the General Plan EIR (certified in 2021). Additionally, updates to the site's existing impervious surfaces and pervious surfaces data have been included. However, no substantial changes to the existing hydrology and water quality setting have occurred since the certification of the previous FEIR.

The San Francisco Bay Regional Water Quality Control Board (RWQCB) issued the Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit (MRP) in 2009 by Order R2-2009-0074 (and reissued in 2015) to regulate stormwater discharges from municipalities and local agencies in Alameda, Contra Costa, San Mateo, and Santa Clara Counties. Until July 2023, Provision C.3 of the MRP required post-construction stormwater control in project designs for new development and redevelopment projects that would replace more than 10,000 square feet of impervious surfaces. The MRP now requires new development and redevelopment projects that would replace more than 5,000 square feet of impervious surfaces to comply with

³⁸ City of Milpitas. Storm Drain Master Plan. October 1, 2021. Website: <https://www.milpitas.gov/DocumentCenter/View/3432/2021-Storm-Drain-Master-Plan-PDF?bidId=>. Accessed May 12, 2025.

Provision C.3 post-construction stormwater control requirements.³⁹ Under the C.3 requirements, the development projects are required to prepare and submit a Stormwater Control Plan (SCP) that discusses the design elements and implementation measures necessary to meet the post-construction stormwater control requirements of the MRP. In particular, SCPs must include LID design measures to reduce water quality impacts. LID design measures include preserving and recreating natural landscape features, minimizing imperviousness, and using stormwater as a resource, rather than a waste product.

The City of Milpitas is a part of the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP), which assists cities and towns across the County with complying with the MRP by providing guidance and staff training and by implementing public outreach and water quality monitoring. Based on the SCVURPPP Local Hydromodification Applicability Map for the City, the site is located within area that consists of catchments and subwatersheds in an area that 65 percent impervious or greater.⁴⁰ The project site consists of 876,485 square feet of impervious surfaces and 384,816 square feet of pervious surfaces (i.e., landscaping and grassland areas); 69 percent of the site's surfaces are impervious. As described in the previous FEIR, stormwater runoff from the project site is conveyed through underground storm drains/culverts located beneath Gibraltar Drive and South Milpitas Boulevard which discharge to Wrigley Ditch (an engineered channel) approximately 1,500 feet northwest of the project site. Wrigley Ditch merges with other engineered channels prior to discharging into the engineered channel of Lower Penitencia Creek. Lower Penitencia Creek discharges into Coyote Creek Slough, which discharges into southern San Francisco Bay.

As described in the General Plan EIR, tsunamis and seiches are standing waves that occur in the ocean or relatively large bodies of water that can follow seismic, landslide, and other events from local sources. Seiches occur most frequently in enclosed or semi-enclosed basins such as lakes, bays, or harbors. The site does not contain and is not adjacent to enclosed bodies of water. In addition, the project site is outside of the CGS tsunami hazard area.⁴¹ As shown in the General Plan EIR, Figure 3.9-3, Anderson Dam and Reservoir, Coyote Dam and Reservoir, and Sandy Wool Lake dam inundation areas are located within the Milpitas Planning Area. The site is not located within a dam inundation area.

³⁹ San Francisco Bay Regional Water Quality Control Board (San Francisco Bay RWQCB). Municipal Regional Stormwater NPDES Permit – Municipalities and Flood Management Agencies in Alameda County, Contra Costa County, San Mateo County, Santa Clara County, and Solano County – Reissuance of NPDES Permit. 2022. Website: https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/stormwater/MRP/mrp5-22/MRP_3%20Supp.pdf. Accessed May 14, 2025.

⁴⁰ Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP). 2025. Local Hydromodification Management Applicability Maps – Milpitas. Website: <https://scvurppp.org/hmp-maps/>. Accessed May 12, 2025.

⁴¹ California Geological Survey (CGS). Tsunami Hazard Area Map. 2022. Website: https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/#data_s=id%3AdataSource_3-1918f9f263a-layer-15%3A9. Accessed May 12, 2025.

Discussion

a) Water Quality Standards

Previous FEIR Conclusions

The previous FEIR concluded that impacts related to water quality would be less than significant. The previous FEIR concluded that during construction of the previously approved project, sediment and potential contaminants that may be in the soil (from any chemicals spilled or leaked onto the ground) could be entrained in stormwater runoff and potentially reduce the quality of the receiving waters. The previous FEIR indicated the previously approved project would disturb greater than 1 acre of land and, therefore, would be required to obtain coverage under the Construction General Permit. In accordance with the Construction General Permit, the previous FEIR indicated a SWPPP would be prepared for the previously approved project. The SWPPP would identify all potential pollutants and their sources, including erosion, sediments, and construction materials and must include a list of BMPs to reduce the discharge of construction-related stormwater pollutants. The previous FEIR concluded that compliance with the requirements of the Construction General Permit would ensure that construction activities do not adversely affect runoff water quality that could result in a violation of water quality standards.

The previous FEIR indicated that groundwater dewatering may be required during construction activities involving excavation. Dewatering effluent may have high turbidity and could contain contaminants. The previous FEIR also indicated that turbid and/or contaminated groundwater could cause degradation of the receiving water quality if discharged directly to storm drains without treatment. The previous FEIR concluded that any groundwater dewatering for the previously approved project would be limited in duration (i.e., during construction) and the discharge of dewatering effluent would be subject to permits from the City of San José (which manages and operates the San José-Santa Clara Regional Wastewater Facility, which treats wastewater from the project site) or the Regional Water Board, depending if the discharge were to the sanitary sewer or storm drain system, respectively.

As indicated in the previous FEIR, during the operational phase of the previously approved project, pollutants associated with truck and vehicle parking would have the potential to be deposited on pavement surfaces thereby contributing petroleum hydrocarbons, heavy metals, and sediment to the pollutant load in runoff being transported to receiving waters. Debris and particulates that gather on impervious surfaces such as paved areas and roofs of buildings can also add metals and sediment to the pollutant load in runoff. It was concluded that long-term degradation of runoff water quality from the project site could adversely affect water quality in the receiving waters.

The previous FEIR indicated that the previously approved project would involve the replacement of over 10,000 square feet of impervious surface and would include alteration of over 50 percent of the existing impervious surface at the project site, and therefore stormwater treatment systems would be designed and sized to treat stormwater runoff from the entire project site, as required by Provision C.3 of the MRP. The previous FEIR indicated that the previously approved project would add 1.2

acres of impervious surfaces (i.e., approximately 52,270 square feet of impervious surfaces) to the site. As indicated in the previous FEIR, an SCP is required and shall include the design elements and implementation measures to meet the requirements of the Municipal Regional Stormwater NPDES Permit requirements. An SCP was prepared for the previously approved project and indicated that it would include the use of bioretention treatment areas to manage and treat stormwater runoff from the project site.

As described in the previous FEIR and in accordance with Required Action 4.d-A-11 of the City of Milpitas General Plan and the SCVURPPP Stormwater C.3. Handbook, the previously approved project would be required to submit a Stormwater Control Operation and Maintenance Plan (O&M Plan). Furthermore, all stormwater management facilities would be inspected and maintained according to the SCVURPPP Stormwater C.3. Handbook and the approved O&M Plan.

Overall, the previous FEIR concluded that compliance with existing regulations, as described above, would ensure that the previously approved project's construction and operational impacts to water quality would be less than significant.

Proposed Project Analysis and Conclusion

Construction Water Quality Impacts

Similar to the previously approved project, construction activities associated with the proposed project would cause disturbance of soil during excavation work, which could adversely impact water quality. The overall construction disturbance area would be similar to that of the previously approved project (see Table 1 for demolition area and impervious surface area). Construction methods and vehicle types would also be substantially similar to those of the previously proposed project. Contaminants from construction vehicles and equipment, as well as sediment from soil erosion during construction activities (including dewatering), could increase the pollutant load in runoff being transported to receiving waters during development. Since, like the previously approved project, construction of the proposed project would disturb more than 1 acre of land (i.e., 28.96 acres of land), the proposed project would be required to comply with the NPDES Construction General Permit.

Consistent with permit requirements, the proposed project, like the previously approved project, would be required to contract a certified Qualified SWPPP Developer to prepare a SWPPP, which would identify all potential pollutants and their sources, including erosion, sediments, and construction materials and include a list of BMPs to reduce the discharge of construction-related stormwater pollutants. The proposed project, like the previously approved project, would implement the BMPs, thereby reducing construction-related water quality impacts. BMPs that the proposed project would implement during construction include, but are not limited to, using straw wattles to trap sediment and reduce erosion, using drop inlet sediment filter bags, utilizing rock barrier bags, watering or covering stockpiles of soil or other similar materials, and replanting of vegetation in disturbed areas or as otherwise indicated in the SWPPP.

Consistent with the conclusions of the previous FEIR, with the compulsory implementation of the above construction BMPs, as required by a NPDES General Construction Permit, the proposed

project would result in less than significant construction-related water quality impacts and the proposed project would not result in a new or more severe adverse construction-related water quality impact that was not identified in the previous FEIR.

Post-Construction Water Quality Impacts

The proposed project would add 105,527 square feet of impervious surfaces to the existing 876,485 square feet on-site, which would result in a total of 982,012 square feet of impervious surfaces. The previously approved project would have added approximately 52,270 square feet of impervious surfaces to the site (Table 1). Since the proposed project would add more than 5,000 square feet of impervious surfaces to the site, like the previously approved project, the proposed project would be required to comply with the NPDES MRP provisions. In compliance with Provision C.3 of the MRP, Provision C.3 of the MRP the proposed project would implement LID source control, site design, and stormwater treatment. The proposed project would include bioretention treatment and pervious pavement (self-retaining) areas which would allow stormwater runoff from the project site to infiltrate the ground surface and treat as well as reduce runoff from the site. Stormwater runoff would be treated, then directed to the City's stormwater system. In addition, an SCP demonstrates that the proposed project will include the use of bioretention treatment areas to manage and treat stormwater runoff from the project site. The SCP would be reviewed by the City to ensure the proposed project complies with the NPDES permit provisions and that the proposed project's post-construction water quality impacts would be less than significant. As such, operation related water quality impacts would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

b) Groundwater

Previous FEIR Conclusions

The previous FEIR concluded impacts related to groundwater would be less than significant.

As described in the previous FEIR, Santa Clara Valley Water District's (Valley Water's) 2016 Groundwater Management Plan⁴² indicated that recharge within the Santa Clara Subbasin generally occurs along the margins and southern portion of the sub-basin where coarse-grained sediments predominate and high permeability surface soils allow water to infiltrate the aquifers. As indicated in the Groundwater Management Plan, the project site is located west of a recharge area of the Santa Clara Subbasin and is within the confined area of the sub-basin where a low permeability aquitard restricts the vertical flow of groundwater and contaminants. It was therefore concluded that the previously approved project would have a less than significant impact on groundwater recharge.

The previous FEIR concluded that the previously approved project's LID stormwater management systems, including bioretention treatment areas, would allow much of the stormwater runoff from the project site to infiltrate the ground surface.

⁴² Valley Water. Groundwater Management Plan for the Santa Clara Llagas Subbasins. November 2016.

The previous FEIR indicated the previously approved project would not use groundwater. However, the previous FEIR indicated there could be some dewatering required during construction depending on the depths of excavations and groundwater at the time. The dewatering would be temporary and limited to the uppermost shallow groundwater zone. As such, it was concluded that the previously approved project would have a less than significant impact related to the depletion of groundwater supplies.

Proposed Project Analysis and Conclusion

Valley Water updated the Groundwater Management Plan for the Santa Clara and Llagas Subbasins was updated in November 2021. As discussed in the 2021 Groundwater Management Plan,⁴³ the Santa Clara Plain has two hydrogeologic areas, the recharge (unconfined) and confined areas. The project site is located within a confined area, which consists of low permeability clays and silts that separate shallow and principal aquifers. The confined area consists of low permeability aquitard which restricts the vertical flow of groundwater. Furthermore, the project site is not located within a Santa Clara Plain recharge area shown in the 2021 Groundwater Management Plan. The proposed project would include bioretention treatment and retaining areas which would treat stormwater runoff from the site which could infiltrate into the groundwater. Treated stormwater runoff from the site would also be directed to the site's storm drains and then directed to the City's stormwater system for further treatment and release. For the above reasons and consistent with the previous FEIR conclusions, the proposed project would have a less than significant impact on groundwater recharge.

Depth to ground levels at the site could range from eight to 18 feet below the ground surface.⁴⁴ The proposed project would not use groundwater for potable water purposes. The proposed project would, however, include excavation and trenching for utilities. Temporary dewatering could be required during excavation; however, similar to the previously approved project, dewatering would be limited to the areas of the excavation in the uppermost shallow groundwater zone. Therefore, the project would not include substantial groundwater pumping.

Overall, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. The proposed project would have a less than significant impact related to groundwater supplies and recharge and would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

⁴³ Santa Clara Valley Water District (Valley Water). Groundwater Management Plan for the Santa Clara Llagas Subbasins. 2021. Website: <https://www.valleywater.org/your-water/where-your-water-comes/groundwater/sustainable>. Accessed May 13, 2025.

⁴⁴ Earth Systems Pacific. 2019. Geotechnical Engineering Study. 1000 Gibraltar Drive Warehouse. March

c) Alter Existing Drainage Pattern

i) Drainage Resulting in Erosion

Previous FEIR Conclusions

The previous FEIR concluded impacts related to drainage pattern resulting in erosion would be less than significant. The previous FEIR concluded that the proposed project would not alter the course of a stream or a river and that compliance with the Construction General Permit during construction activities would ensure that the previously proposed project would not result in substantial erosion or siltation during construction. It was determined that, during operation of the previously approved project, the ground surface of the project site would be covered by the building and pavement surfaces as well as landscaped areas and there would not be exposed soil surfaces that could be susceptible to erosion. Additionally, the previous FEIR concluded that compliance with Provision C.3 of the Municipal Regional Permit would ensure that the stormwater treatment systems at the project site would be designed and maintained to prevent siltation of stormwater control and drainage systems.

As described in the previous FEIR, Provision C.3.g of the MRP pertains to hydromodification management and requires that stormwater discharges shall not cause an increase in the erosion potential of the receiving stream over the existing condition. As described in the existing setting above, according to the hydromodification applicability map presented in the MRP for areas under SCVURPPP jurisdiction, the project site is located within an area exempt from hydromodification management requirements because the stormwater catchment area is already at least 65 percent impervious. Therefore, the previous FEIR concluded that potential increases in stormwater runoff from the previously approved project would not be expected to result in substantial erosion or sedimentation in receiving waters due to hydromodification. Therefore, the previously approved project was determined to have a less than significant impact related to substantial erosion or siltation on- or off-site associated with changing the drainage pattern of the project site.

Proposed Project Analysis and Conclusion

Similar to the previously approved project, the proposed project would not alter the existing drainage pattern through the alternation of the course of a stream or a river. As described above, the proposed project would add 105,527 square feet of impervious surfaces to the site. The proposed project would comply with the NPDES SWPPP and construction BMPs described above, which would reduce the proposed project's impact on construction water quality and erosion to less than significant. In addition, the project site would be covered by the proposed warehouse/office building, paved surfaces, as well as landscaped areas, which would not have exposed soil surfaces that could be susceptible to erosion. As such, impacts related to drainage resulting in erosion would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

ii) Drainage Resulting in Flooding

Previous EIR Conclusions

The previous FEIR concluded that impacts related to drainage resulting in flooding would be less than significant. The previous FEIR indicated that the previously approved project would increase the amount of impervious surface area at the project site; however, the proposed stormwater control and treatment systems were designed to manage and treat stormwater runoff from the entire project site in accordance with the requirements of Provision C.3 of the MRP. Additionally, the previous FEIR concluded that management of stormwater runoff using the bioretention treatment areas would result in a decrease in stormwater runoff from the project site compared to existing conditions. Therefore, the previous FEIR concluded that the previously approved project would result in a less than significant impact related to flooding on- or off-site as a result of increasing impervious surface area.

Proposed Project Analysis and Conclusion

The proposed project would add 105,527 square feet of impervious surfaces to the site compared to existing conditions and 95,261 square feet compared to the previously approved project (Table 1). Like the previously approved project, the proposed project would include on-site stormwater control measures such as detention basins, bioretention basins, pervious pavement (self-retaining) areas, and storm drains that would connect to existing 15- to 18-inch storm drains on-site and in Gibraltar Drive. Additionally, like the previously approved project, the proposed project would comply with the post-construction NPDES MRP requirements (including the implementation of bioretention treatment and pervious pavement [self-retaining] areas) to reduce the discharge of pollutants from stormwater runoff and the amount of runoff generated by proposed project.

As such, the proposed project would not increase the rate or amount of surface runoff in a manner which would result in flooding. Therefore, the proposed project's impacts related to flooding from stormwater runoff would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

iii) Existing or Planned Stormwater Drainage Systems Capacity or Additional Sources of polluted runoff

Previous FEIR Conclusions

The previous FEIR concluded impacts related to storm drainage systems capacity and polluted runoff would be less than significant. The previous FEIR indicated that although the previously approved project would increase the area of impervious surface on-site, the management of stormwater runoff using bioretention treatment areas would result in a decrease in stormwater runoff from the project site compared to existing conditions. Therefore, it was concluded that the previously approved project would have a less than significant impact related to exceeding the capacity of stormwater drainage systems. Furthermore, compliance with existing stormwater regulations, including the Construction General Permit and MRP, would ensure that the previously approved project would have a less than significant impact related to contributing additional sources of polluted runoff.

Proposed Project Analysis and Conclusion

The proposed project would add more impervious surfaces to the site (compared to the previously approved project), as described in the response to Impact X(c)(i). However, the proposed project would comply with the NPDES MRP provisions and include bioretention treatment and pervious pavement (self-retaining) areas that would reduce the amount of stormwater runoff generated by the project and reduce the discharge of pollutants from stormwater runoff. As such, the proposed project would not create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the proposed project's impacts related to storm drainage system capacity and sources of polluted runoff would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

iv) Impede or Redirect Flood Flows

Previous EIR Conclusions

The previous FEIR concluded impacts related to impeding or redirecting flood flows would be less than significant. The project site is not located within a 100-year flood hazard zone (i.e., areas where there is a 0.1 percent chance of flooding in a given year) as mapped by the Federal Emergency Management Agency (FEMA).⁴⁵ The previous FEIR indicated that the project site is, however, located in a 500-year flood hazard zone and, therefore, the chance of flooding at the project site in any given year is 0.2 percent. Because of the low risk of flooding at the project site, it was concluded that the previously approved project would result in less than significant impacts related to impeding or redirecting flood flows.

Proposed Project Analysis and Conclusions

The project site continues to be located outside a 100-year flood hazard zone but within a 500-year flood hazard zone. The site is not located within a FEMA Special Flood Hazard Area; as such, there is a low risk of flooding at the site. In addition, as described in the responses to Impact X(c)(i) and (c)(ii), and similar to the previously approved project, with NPDES MRP provisions to reduce stormwater runoff generated from the site, stormwater runoff from the proposed project would not result in flooding or cause an exceedance in the City's stormwater drainage systems capacity. As such, the impacts related to impeding or redirecting flood flows would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

d) Flood, Tsunami, or Seiche Zone

Previous FEIR Conclusions

The previous FEIR concluded that impacts related to flooding, tsunami, or seiche zone would be less than significant. Because of the low risk of flooding at the project site, the previous FEIR concluded

⁴⁵ Federal Emergency Management Agency (FEMA). 2025. FEMA's National Flood Hazard Layer (NFHL) Viewer. Website: <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>. Accessed May 30, 2025.

that the previously approved project would have a less than significant impact associated with the potential release of pollutants due to storm-related flooding.

As detailed in the previous FEIR, the project site is located approximately five miles inland from a mapped tsunami inundation area along Coyote Creek Slough. Therefore, flooding impacts associated with tsunamis would not be expected to occur.

The previous FEIR indicated that while the site is in proximity to the San Francisco Bay, due to the basin geometry and dimensions, seiches pose a negligible hazard to the San Francisco Bay Area and the project site. Therefore, it was concluded that seiches would not pose a risk of inundation for the project site.

Furthermore, the previous FEIR indicated that the project site is not located within a dam failure inundation area. The previous FEIR indicated that there are no other water bodies located near or upgradient to the project site that could pose a risk of inundation for the project site. As such, impacts were determined to be less than significant.

Proposed Project Analysis and Conclusions

As described in response to Impact X(c)(iv), consistent with the previous FEIR conclusions, the project site is not located within a Special Flood Hazard Area and there is a low risk of flooding at the site. The site is not located in a tsunami hazard area, as discussed in the existing setting. Given that the site does not contain and is not adjacent to enclosed or semi-enclosed bodies of water, the site is not located in a seiche zone. Chemicals stored or used on the site could include maintenance chemicals, herbicides, and pesticides for landscape maintenance, cleaning supplies, petroleum hydrocarbons, and diesel fuel. However, the proposed project would be required to comply with applicable federal, State, and local regulations regarding the storage, use, and transport of such materials as well as the NPDES MRP Permit provisions to reduce the discharge of pollutants from stormwater runoff. As such, the proposed project's impacts related to the risk of the release of pollutants in a flood hazard zone would be less than significant. There would be no impacts related to the release of pollutants in a tsunami or seiche zone (given the site is not located in these zones). Therefore, the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

e) Conflict with a Water Quality Control Plan

Previous FEIR Conclusions

The previous FEIR concluded impacts related to conflicts with a water quality control plan or sustainable groundwater management plan would be less than significant. As discussed, the previous FEIR concluded that stormwater and groundwater quality during construction and operation of the previously approved project would be controlled through required compliance with the existing stormwater control regulations. Therefore, it was concluded that the previous project would not conflict with or obstruct the implementation of a Water Quality Control Plan.

The previous FEIR indicated that construction of LID stormwater management systems, including proposed bioretention treatment areas, would allow much of the stormwater runoff from the project site to infiltrate the ground surface and recharge groundwater and the project site is located outside of the recharge area of the Santa Clara subbasin; therefore, the previous FEIR concluded that increasing impervious surface area at the project site would have less than significant impacts on groundwater recharge. As discussed above, compliance with Provision C.3 of the MRP would ensure that stormwater runoff is appropriately treated prior to infiltration, which would protect groundwater quality. Therefore, the previous FEIR concluded that the previously approved project would not conflict with or obstruct implementation of the Groundwater Management Plan for the Santa Clara subbasin.

Proposed Project Analysis and Conclusion

Consistent with the previous FEIR, the proposed project would comply with existing stormwater control regulations. The NPDES permit is designed, in part, to implement the water quality objectives and beneficial uses identified in the applicable Water Quality Control Plans. As described above, the proposed project would comply with the NPDES Construction General Permit, including implementing a SWPPP and construction BMPs that would reduce the project's impact on water quality during construction. The proposed project would also comply with NPDES MRP provisions by including bioretention treatment areas that would reduce the impacts on water quality post-construction.

The proposed project's bioretention treatment areas would allow much of the stormwater runoff from the project site to infiltrate the ground surface and recharge groundwater. Furthermore, the project site is located outside of the recharge area of the Santa Clara subbasin; therefore, increasing the impervious surface area at the project site would have less than significant impacts on groundwater recharge. Additionally, compliance with Provision C.3 of the MRP would ensure that stormwater runoff is appropriately treated prior to infiltration, which would protect groundwater quality. As previously discussed, the proposed project would not include substantial groundwater pumping. The maximum depth of excavation for the proposed project would be 8 feet below the ground surface. Temporary dewatering could be required during excavation; however, similar to the previously approved project, would be limited to dewatering may be required during construction/excavation. Dewatering would be temporary and would not result in the depletion of groundwater supplies. As described in the existing setting, the City does not rely on groundwater to meet water demands under normal conditions and reserves groundwater supply for emergencies. As such, it is not anticipated that the use of groundwater would be required for the proposed project. Consistent with the previous FEIR conclusions for the previously approved project, compliance with existing stormwater control regulations would ensure that the proposed project would not conflict with or obstruct implementation of the Groundwater Management Plan for the Santa Clara subbasin.

In conclusion, the proposed project's impacts related to conflict with a Groundwater Management Plan or Water Quality Control Plan would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

Mitigation Measures

No mitigation is required.

Conclusion

The proposed project would not result in any significant impacts related to Hydrology and Water Quality, as found in the previous FEIR. No new impacts are found and no mitigation is required.

The proposed project is consistent with the development evaluated in the previous FEIR and would not result in any new impacts or increase the severity of any previously identified impacts as compared to what was already identified and disclosed, either individually or cumulatively.

Further environmental analysis is not required because:

1. No substantial changes are proposed in the project which will require major revisions of the previous FEIR.
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous FEIR.
3. No new information of substantial importance has been identified which results in a significant effect not discussed in the previous FEIR or an impact which is more severe than shown in the previous FEIR.
4. No new mitigation measures are necessary.

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XI. Land Use and Planning <i>Would the project:</i>					
a) Physically divide an established community?	No impact	No	No	No	None
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less than significant impact	No	No	No	None

Discussion

a) Division of an Established Community

Previous FEIR Conclusions

The previous FEIR concluded that the previously approved project would have no impacts related to physically dividing an established community. The previous FEIR indicated that the previously approved project is located within an urban area on an existing industrial development site. The previous FEIR concluded that since construction would consist of a new creative industrial building in an area zoned M2 for heavy industrial use, the previously approved project would not physically divide an established community and no impact would occur.

Proposed Project Analysis and Conclusion

As previously discussed, the proposed project would construct a warehouse building with office space on the same site as the approved project. As described in the previous FEIR, the project site remains surrounded by similar industrial and office uses. In addition, consistent with the approved project, the proposed project would not construct any roadways or infrastructure that would physically divide the surrounding land uses. For the above reasons, consistent with the previous FEIR conclusions, the

proposed project would not physically divide an established community and no impact would occur. The proposed project would not result in a new more severe impact that was not identified in the previous FEIR.

b) Conflict with Applicable Land Use Plans, Policies, or Regulations

Previous FEIR Conclusions

The previous FEIR concluded that because the proposed project does not substantially conflict with the intent of the City's General Plan or zoning regulations, it would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and this impact would be less than significant. As such, the previous FEIR concluded impacts related to conflicts with applicable land use plans, policies, or regulations would be less than significant

Proposed Project Analysis and Conclusion

Similar to the previously approved project, and as evaluated in the previous FEIR, the proposed project would demolish all existing on-site buildings would develop a warehouse with office space including truck docks, trailer parking, passenger vehicle parking, backup generator, landscaping, and stormwater facilities. Such use would be consistent with the General Plan designation of MFG and M2 zoning both of which are intended for uses such as office, research, general manufacturing, warehousing, and distribution.

The proposed project's FAR of 0.38 would be the same as the previous project's FAR (see Table 1). As such, the proposed project would continue to be below the 1.0 FAR allowed by the MFG designation as well as the 1.0 FAR allowed by the M2 zoning. The proposed project would also be consistent with M2 zoning development standards such as front, side, street, and rear yard setbacks and maximum building height. The proposed building would be 46.5 feet tall at the top of the parapet wall. The City of Milpitas' industrial zone general development standards (XI-10.7.03) requires a determination for any structure proposed in the M2 zone that exceeds 35 feet that it would not be detrimental to the light, air, or privacy of any other structure or use currently existing or anticipated. Because of the distance to adjacent structures and their general commercial uses, no new land use impacts related to the increase in height are expected. Therefore, because the proposed project would not substantially conflict with the intent of the City's General Plan or zoning regulations, it would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and this impact would be less than significant. As such, the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

Mitigation Measures

No mitigation is required.

Conclusion

The proposed project would not result in any significant impacts related to Land Use and Planning, as found in the previous FEIR. No new impacts are found and no mitigation is required.

The proposed project is consistent with the development evaluated in the previous FEIR and would not result in any new impacts or increase the severity of any previously identified impacts as compared to what was already identified and disclosed, either individually or cumulatively.

Further environmental analysis is not required because:

1. No substantial changes are proposed in the project which will require major revisions of the previous FEIR.
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous FEIR.
3. No new information of substantial importance has been identified which results in a significant effect not discussed in the previous FEIR or an impact which is more severe than shown in the previous FEIR.
4. No new mitigation measures are necessary.

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XII. Mineral Resources <i>Would the project:</i>					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	No impact	No	No	No	None
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No impact	No	No	No	None

Existing Conditions

Mineral resources of significance found and extracted in Santa Clara County include construction aggregate deposits and, to a lesser extent, salts derived from evaporation ponds at the edge of San Francisco Bay, as described in the General Plan EIR. The Milpitas Planning Area includes four areas identified by the State Geologist as containing Regionally Significant Construction Aggregate Resources. These areas contain sandstone deposits and are located within the foothills outside the City limits. Three of the sites are located west of the Ed Levin Park along Tularcitos and Loa Caches creeks (approximately 2.5 miles east of the project site), and the fourth site is located along Scott Creek at the County line, more than 3 miles north of the site.

The California Office of Mine Reclamation periodically publishes a list of qualified permitted aggregate mines regulated under the Surface Mining and Reclamation Act of 1975 (SMARA), as described in the General Plan EIR. There are five aggregate mines in Santa Clara County that are regulated under

SMARA. The five mines are located within hillsides and none of the mines are located within the Milpitas Planning Area. The nearest active mine is the Curtner Quarry, approximately 3.25 miles northeast of the project site.

The Milpitas Planning Area does not contain sites designated as locally important mineral resource recovery sites by the General Plan. The Santa Clara County General Plan identifies important mineral resources within its Planning Area, which includes the hillside areas within the Milpitas Sphere of Influence.

Discussion

a, b) Loss of Minerals Resources of Statewide or Local Importance

Previous FEIR Conclusions

The previous FEIR concluded there would be no impacts related to loss of mineral resources of statewide or local importance. The project site is not in or adjacent to any important mineral resources. The project site is within a developed industrial area and does not contain any known or designated mineral resources. The previous FEIR concluded that the four mineral resource areas within the Milpitas Planning Area are located in the foothills, outside City limits. Therefore, it was determined that development of the previously approved project would not result in the loss of availability of a known mineral resource of value to the region or residents of the State and there would be no impact related to the availability of mineral resources.

Proposed Analysis and Conclusion

The proposed project is on the same site as the previously approved project and there have been no changes in identification of mineral resources since the previous FEIR was certified. The project site remains located approximately 2.5 miles from the nearest mineral resource of regional significance, which is located outside city limits. Based on the General Plan EIR, the Milpitas Planning Area (including the project site) does not contain sites with aggregate mines regulated under SMARA or a locally important mineral resource recovery site delineated by the General Plan. The site is not located within or adjacent to a Milpitas Sphere of Influence (SOI) hillside area that contains mineral resources designated by the Santa Clara County General Plan.

Therefore, consistent with the previous FEIR conclusions, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to residents of the region or State or a locally important mineral resource recovery site delineated in a local general plan or specific plan. As such, no impact would occur and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

Mitigation Measures

No mitigation is required.

Conclusion

The proposed project would not result in any impacts related to Mineral Resources, as found in the previous FEIR. No new impacts are found and no mitigation is required.

The proposed project is consistent with the development evaluated in the previous FEIR and would not result in any new impacts or increase the severity of any previously identified impacts as compared to what was already identified and disclosed, either individually or cumulatively.

Further environmental analysis is not required because:

1. No substantial changes are proposed in the project which will require major revisions of the previous FEIR.
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous FEIR.
3. No new information of substantial importance has been identified which results in a significant effect not discussed in the previous FEIR or an impact which is more severe than shown in the previous FEIR.
4. No new mitigation measures are necessary.

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XIII. Noise <i>Would the project:</i>					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than significant impact	No	No	No	None
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less than significant impact	No	No	No	None
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or	Less than significant impact	No	No	No	None

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
working in the project area to excessive noise levels?					

Discussion

- a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Previous FEIR Conclusions

The previous FEIR concluded that construction would last less than one year, and although construction noise would exceed ambient levels by more than 5 dBA L_{eq} , the impact would be less than significant. No mitigation was required, though standard construction best management practices were recommended.

Regarding operational stationary sources, the previous FEIR concluded that noise levels from rooftop mechanical equipment would be up to 35 dBA at the nearest residential receptor, which is well below existing ambient noise levels. Truck deliveries and truck trips were also found to increase local roadway noise levels by less than 1 dBA. As a result, stationary source and truck delivery noise impacts were determined to be less than significant, and no mitigation was required.

The previous FEIR concluded that implementation of the project would not increase traffic noise levels by more than 3 dB on any roadway segment in the project vicinity. Therefore, traffic noise impacts were determined to be less than significant, and no mitigation was required.

Proposed Project Analysis and Conclusion

Construction Noise Impacts

The proposed project would involve the same general construction activities as the previously approved project but would have a slightly smaller building footprint and larger impervious surface footprint. Construction duration is expected to be equal to or shorter than what was previously analyzed, and the types of equipment and proximity to nearby sensitive receptors would remain the same or slightly improved based on the building's reduced footprint. Given that construction duration would remain under one year and equipment usage and receptor distances are consistent with prior

modeling, construction noise impacts would be the same or less than those disclosed in the previous FEIR. Therefore, impacts would be less than significant, and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR. The construction activities for the proposed project remain the same as those analyzed in the previous FEIR and would not result in any new or substantially more severe impacts.

Operational Stationary Noise Impacts

Mechanical Equipment Operations

The proposed project would result in the same types and a similar or reduced amount of rooftop mechanical equipment as analyzed in the previous FEIR. In addition, based on the proposed site plan, none of the proposed mechanical equipment systems would be located any closer to off-site receptors than what was previously analyzed as the reasonable worst-case scenario for the previously approved project. As such, operational noise levels from stationary sources would be comparable to or less than those analyzed in the previous FEIR. Therefore, mechanical equipment operational noise impacts would be less than significant, and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

Truck Delivery Operations

The proposed project would result in 2 projected peak hour truck trips,⁴⁶ compared to the 13 peak hour truck trips analyzed in the previous FEIR.⁴⁷ In addition, based on the proposed site plan, none of the proposed truck loading/unloading areas would be located any closer to off-site receptors than what was identified in the previous FEIR. As such, operational noise levels from truck delivery noise sources would be comparable to or less than those analyzed in the previous FEIR. Therefore, truck delivery operational noise impacts would be less than significant, and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

Operational Traffic Noise Impacts

The updated traffic study for the proposed project estimates approximately 3,812 daily vehicle trips, including 260 AM peak hour trips and 245 PM peak hour trips.⁴⁸ These volumes are similar to those evaluated in the previous FEIR, which estimated 3,680 daily trips, 359 AM peak hour trips, and 101 PM peak hour trips. In addition, under existing conditions without the project there are 167 AM and 142 PM peak hour trips on Gibraltar Drive adjacent to the project site, and 916 AM and 1,271 PM trips on South Milpitas Boulevard adjacent to the project site. Typically, a doubling of the traffic volumes on a roadway segment is required in order to result in an increase of 3 dBA in traffic noise levels, which is the lowest change that can be perceptible to the human ear in outdoor environments. Although the proposed project's average daily trips and the PM peak hour trips would be slightly higher than the trips analyzed in the previous FEIR, the overall trip generation would not double the existing traffic volumes along South Milpitas Boulevard and Gibraltar Drive. Therefore, traffic volume increases with implementation of the proposed project would not result in a perceptible increase in traffic noise

⁴⁶ NV5. 2025. Local Transportation Analysis for 1000 Gibraltar Drive Delivery Center, July 9.

⁴⁷ Fehr & Peers. 2020. Local Transportation Analysis Report 1000 Gibraltar Industrial Project. October.

⁴⁸ NV5. 2025. Local Transportation Analysis for 1000 Gibraltar Drive Delivery Center, July 9.

levels. Traffic-related noise impacts would be less than significant, and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

- b) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Previous FEIR Conclusions

The previous FEIR concluded that construction vibration levels would not exceed the applicable threshold of 0.3 in/sec peak particle velocity (PPV) at the nearest structures. As a result, construction vibration impacts were determined to be less than significant, and no mitigation was required.

Proposed Project Analysis and Conclusion

The proposed project would involve similar construction activities as those evaluated in the previous FEIR and would occur at the same location with a slightly smaller development footprint. Overall, the proposed project's site plan is substantially similar to the previously approved project's site plan in terms of building and infrastructure location. As such, the types of equipment used and the distance to the nearest structures would be comparable. Construction-generated vibration levels would not be expected to exceed the previously applied threshold of 0.3 in/sec PPV at the nearest structures. Therefore, construction vibration impacts would be less than significant, and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

Previous FEIR Conclusions

The San José Mineta International Airport is a public-use airport located approximately 4 miles southwest of the project site. The previous FEIR concluded that the project site is well outside the projected 60 dBA CNEL noise contour of the San José Mineta International Airport, based on data from the City's Airport Master Plan EIR. Therefore, the proposed project would not be exposed to significant aircraft-related noise. This impact would be less than significant and no mitigation was required.

Proposed Project Analysis and Conclusion

The proposed project would occupy the same site as the previously approved project. As such, its location relative to the San José Mineta International Airport remains unchanged and it would continue to be located well outside the 60 dBA CNEL noise contour. As such, exposure to aircraft-related noise would be the same as previously evaluated. Therefore, consistent with the previous FEIR, impacts would remain less than significant, and no mitigation would be required. Airport-related noise impacts would be less than significant, and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

Mitigation Measures

None required.

Conclusion

The proposed project would not result in any significant impacts related to Noise, similar to what was identified in the previous FEIR. No new impacts are found, and no mitigation is required.

The proposed project is consistent with the development evaluated in the previous FEIR and would not result in any new impacts or increase the severity of any previously identified impacts as compared to what was already identified and disclosed, either individually or cumulatively.

Further environmental analysis is not required because:

1. No substantial changes are proposed in the project which will require major revisions of the previous FEIR.
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous FEIR.
3. No new information of substantial importance has been identified which results in a significant effect not discussed in the previous FEIR or an impact which is more severe than shown in the previous FEIR.
4. No new mitigation measures are necessary.

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XIV. Population and Housing <i>Would the project:</i>					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less than significant impact	No	No	No	None
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact	No	No	No	None

Existing Conditions

According to the California Department of Finance, as of May 2025 the City of Milpitas had a population of 81,725. The average number of persons per household was 3.21 and there were approximately 25,183 housing units.⁴⁹ As of March 2025, the City of Milpitas had approximately 40,800 jobs and 39,600 employed residents.⁵⁰

⁴⁹ California Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020–2025. Website: <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2025/>. Accessed April 23, 2025.

⁵⁰ City of Milpitas. Demographics. Website: <https://www.milpitas.gov/1007/Demographics>. Accessed April 23, 2025.

Discussion

a) Population Growth

Previous FEIR Conclusions

The previous FEIR concluded there would be a less than significant impact related to population growth in the City, based on the conclusions in the previous FEIR. The previous FEIR concluded that the previously approved project would not induce substantial population growth in the area, either directly or indirectly. The previous FEIR also concluded that the previously approved project would be consistent with the industrial uses allowed under the existing M2 zoning and that its approximately 330 jobs (based on an employee density of 0.67 employees per thousand square feet) would not substantially alter the jobs per employed resident ratio. Therefore, it was concluded that impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project would develop similar uses on the same site as those evaluated in the previous FEIR. As shown in Table 1, the proposed project is similar to the approved project but would result in an additional 33 employees compared to the previously approved project. There have been no changes with respect to zoning or to existing uses on-site since certification of the previous FEIR. Therefore, similar to the previously approved project, the proposed project would not be expected to substantially alter the jobs per employed resident ratio. The proposed project does not include housing nor would it remove any housing. It would not extend roadways or other infrastructure that could induce population growth.

The proposed project is consistent with the uses allowed under the General Plan MFG land use designation. Based on the General Plan FEIR, at full buildout, the General Plan could yield a total of up to 33,401 housing units; a population of 113,530 people; 47,807,536 square feet of nonresidential building square footage; and 84,333 jobs within the Milpitas Planning Area. Given that the proposed project is consistent with the site's General Plan land use assumptions and is a small portion of expected jobs within the Milpitas Planning Area (0.4 percent),⁵¹ the proposed project would not exceed the General Plan's job growth projections for the site. For the above reasons, the proposed project would not induce substantial population growth in an area, either directly or indirectly. Therefore, impacts would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

b) Displacement of People or Housing

Previous FEIR Conclusions

The previous FEIR concluded there would be no impact related to the displacement of substantial numbers of existing people or housing based on the conclusions in the previous FEIR. The previous

⁵¹ The proposed project's 363 employees would represent 0.43 percent of the expected jobs within the Milpitas Planning Area, whereas the previously approved project's 330 employees would have represented 0.39 percent, a minor difference.

FEIR indicated that the project site contains vacant office buildings and is within an M2 Zoning District (i.e., within an area zoned for industrial purposes) and would not cause any housing to be demolished. Therefore, the previously approved project would not displace existing housing, necessitating the construction of replacement housing elsewhere, nor would it displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. As such, it was concluded there would be no impact related to the displacement of people and housing.

Proposed Project Analysis and Conclusion

The project site consists of vacant office buildings and no employees or residents occupy the site. There is no housing on or directly adjacent to the site. As described in the previous FEIR, the project site is zoned for industrial uses. For these reasons, the proposed project would have no impact related to the displacement of people or housing and would not necessitate construction of housing elsewhere. As such, the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

Mitigation Measures

No mitigation is required.

Conclusion

The proposed project would not result in any significant impacts related to Population and Housing, as found in the previous FEIR. No new impacts are found and no mitigation is required.

The proposed project is consistent with the development evaluated in the previous FEIR and would not result in any new impacts or increase the severity of any previously identified impacts as compared to what was already identified and disclosed, either individually or cumulatively.

Further environmental analysis is not required because:

1. No substantial changes are proposed in the project which will require major revisions of the previous FEIR.
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous FEIR.
3. No new information of substantial importance has been identified which results in a significant effect not discussed in the previous FEIR or an impact which is more severe than shown in the previous FEIR.
4. No new mitigation measures are necessary.

Environmental Issue Area	Conclusion in Previous FEIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XV. Public Services <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>					
a) Fire protection?	Less than significant impact	No	No	No	None
b) Police protection?	Less than significant impact	No	No	No	None
c) Schools?	Less than significant impact	No	No	No	None
d) Parks?	Less than significant impact	No	No	No	None
e) Other public facilities?	Less than significant impact	No	No	No	None

Existing Conditions

The City's existing public services have not substantially changed since the preparation of the previous FEIR. The below existing setting includes a discussion of the current number of personnel, response times, and services information pertaining to the Milpitas Fire Department (Fire Department) and Police Department. The existing setting also includes updated information regarding the number of parks and recreational facilities and notes the number of trails within the City. An updated reference to the Milpitas Unified School District boundary map and the distance of the nearest library has also been included in the discussion below.

The City of Milpitas Fire Department provides fire protection services to the project area, as described in the previous FEIR. The Fire Department is also responsible for emergency medical services, rescue services, hazardous and toxic materials emergency response, enforcement of fire and life

safety codes, coordination of citywide disaster response efforts, and enforcement of State and federal hazardous materials regulations.⁵² The Fire Department has approximately 82 full time personnel⁵³ and operates four stations within its service area. As indicated in the previous FEIR, the nearest fire station to the site is Fire Station No. 1 located at 777 South Main Street, approximately 0.6 miles west of the site. The Fire Department's response time goal for fire and emergency medical services is four minutes or less for all urban service areas. The site is located within the City's urban service area.

Police services are provided by the City of Milpitas Police Department. As described in the previous FEIR, police services in the City, including the project area, are provided from one central station located at 1275 North Milpitas Boulevard, which is approximately 2.25 miles northwest of the project site. The Police Department has approximately 128 employees, including 94-sworn and 34 non-sworn personnel. Police response times are typically measured from the time a police dispatcher receives a call to the time a police officer arrives at the incident location. The Police Department's response time goal for emergency calls is three minutes or less.⁵⁴

The project site is located within the Milpitas Unified School District boundaries,⁵⁵ and the nearest library to the site is Santa Clara County Library District Milpitas Library located on 160 North Main Street, approximately 1.1 miles northwest of the site.

Parks, trails, and recreational facilities in the City are managed by the Recreation and Community Services Department and maintained by the Public Works Department. The City owns 34 public parks, which is a total of approximately 190 acres, that include amenities such as softball fields, tennis, basketball, handball, bocce ball, and volleyball courts, horseshoe pits, par courses, and barbecue areas. The previous FEIR indicated the nearest park was Creighton Park, approximately 0.5 miles. The nearest City-owned park is currently Bob McGuire Park, located at 791 Garden Street, approximately 785 feet south of the site.^{56,57}

The City also owns six recreational facilities, including Alviso Adobe, Higuero Adobe, Milpitas Community Center, Barbara Lee Senior center, Sal Cracolice Recreational Facility, and Milpitas

⁵² City of Milpitas. About the Fire Department. Website: <https://www.milpitas.gov/329/About-the-Fire-Department>. Accessed May 7, 2025.

⁵³ City of Milpitas Fire Department. Organizational Structure. Website: <https://www.milpitas.gov/DocumentCenter/View/3296/Fire-Organization-Chart-Fiscal-Year-23-24-pdf>. Accessed May 7, 2025.

⁵⁴ City of Milpitas Police Department. Crime and Incident Data: Response Times. Accessed May 7, 2025. <https://www.milpitas.gov/1107/Crime-and-Incident-Data#:~:text=Response%20Times&text=The%20City%20of%20Milpitas%20has%20committed%20to%20responding%20to,within%203%20minutes%20or%20less>.

⁵⁵ Milpitas Unified School District. District Boundary Map. Website: <https://www.musd.org/district-boundary-map.html>. Accessed May 7, 2025.

⁵⁶ City of Milpitas. Facilities. Website: <https://www.milpitas.gov/Facilities?clear=False>. Accessed May 8, 2025.

⁵⁷ City of Milpitas. Parks, Trees & Landscape Maintenance. Website: <https://www.milpitas.gov/635/Parks-Trees-Landscape-Maintenance>. Accessed May 8, 2025.

Sports Center. The nearest recreational facility is Sal Cracolice Recreational Facility, which is located at Bob McGuire Park.

In addition, the City includes one regional trail, Coyote Creek Trail, and two City trails, Berryessa Creek Trail and Penitencia Creek Trail; these trails provide access to City parks and link neighborhoods with employment centers, shopping districts, schools, and transit facilities. The nearest trail is Berryessa Creek Trail, approximately 400 feet east of the site.

Discussion

a) Need for New or Altered Fire Protection Facilities

Previous FEIR Conclusions

The previous FEIR concluded impacts related to fire protection facilities and services would be less than significant. Given that the previously approved project would not permanently increase the existing residential population in the City, the previous FEIR concluded that the previously approved project would not result in a long-term increase in the demand for public services or require construction of new governmental facilities. The previous FEIR indicated that the Fire Department would continue providing services to the project site and construction of a new or expanded fire station would not be required as a result of the previously approved project. As such, the previous FEIR concluded the previously approved project would not result in a significant impact on the physical environment due to the incremental increase in demand for fire protection and life safety services, and the potential increase in demand for services is not expected to adversely affect existing responses times to the site or within the City. Therefore, the impact was concluded as less than significant.

Proposed Project Analysis and Conclusion

The proposed project does not include residential uses; as such, the proposed project would not result in the permanent increase in the population of residents. Similar to the previously approved project, the proposed project would consist of a warehouse/office building which would add employees to the site, albeit with a slight increase of 33 employees (see Table 1). Similar to the previously approved project, the proposed project would result in an incremental increase in demand for fire protection services due to on-site operations. However, as indicated in the previous FEIR, this type of project on this site would not result in the need for the construction of a new or expanded fire station. In addition, consistent with General Plan Action SA-4b, the City's Public Works Department and Fire Department are required to review the project's site plans to ensure that the proposed project facilitates adequate fire services, access, and fire prevention measures. As such, consistent with the previous FEIR, impacts related to fire protection facilities and services would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

b) Need for New or Altered Police Protection Facilities

Previous FEIR Conclusions

The previous FEIR concluded that impacts related to police protection services would be less than significant. The previous FEIR indicated that the previously approved project would not permanently increase the existing residential population in the City, the project would not result in a long-term increase in the demand for public services or require construction of new Police Department facilities. Development of the previously approved project would increase daytime and nighttime population on the project site and therefore incrementally increase demand for emergency police services to the project site. However, the previous FEIR concluded that the Police Department would continue to provide services to the project site and construction of new or expanded police facilities would not be required. As such, the impacts related to fire protection facilities and services were concluded to be less than significant.

Proposed Project Analysis and Conclusion

As illustrated in Table 1 and described under the response to Impact XV(a), the proposed project would add approximately 363 employees to the site, a slight increase from the previously approved project's expected 330 employees. Similar to the previously approved project, the proposed project would result in an incremental increase in demand for police protection services due to on-site operations. However, as indicated in the previous FEIR, this type of project on this site would not result in the need for the construction of a new or expanded fire station. As such, impacts would be less than significant and the proposed project would not result in a new or more severe adverse impact related to police protection services and facilities that were not identified in the previous FEIR.

c) Need for New or Altered School Facilities

Previous EIR Conclusions

The previous FEIR concluded impacts related to school services and facilities would be less than significant. The previous FEIR indicated that, given the previously approved project would not permanently increase the population of residents in the City, the previously approved project would not result in a long-term increase in the demand for public services or require construction of new governmental facilities (including school facilities). The previous FEIR also concluded that, as a nonresidential development, the previously approved project would not create additional demand for school services. Therefore, it was concluded there would be a less than significant impact related to the need for new or altered school facilities.

Proposed Project Analysis and Conclusion

Consistent with the previously approved project, the proposed project would include warehouse and office uses and no residences are proposed. As such, the proposed project would not create additional demand for school services or facilities. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

d) Parks

Previous EIR Conclusions

The previous FEIR concluded impacts related to park services would be less than significant. It indicated that, given the previously approved project would not permanently increase the existing population of residents in the City, the project would not result in a long-term create additional demand for park services. Therefore, the previous FEIR concluded that construction and operation of the previously approved project would have a less than significant impact related to parks.

Proposed Project Analysis and Conclusions

Similar to the previously approved project, the proposed project would include warehouse and office uses, and no residences are proposed as a part of the proposed project. As such, the proposed project would not create a significant demand for park and recreational facilities. Furthermore, an increase in the employee population, from the implementation of the proposed project, would not result in a substantial increase in usage of local parks or recreational facilities. Although future employees may use nearby parks, recreational facilities, or trails, employees would not result in the substantial physical alteration of these facilities. Therefore, the project's impacts related to park and recreational facilities would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

e) Other Public Facilities

Previous EIR Conclusions

The previous FEIR concluded impacts related to other public facilities would be less than significant. It indicated that, given the previously approved project would not permanently increase the existing residential population in the City, the project would not result in a long-term increase in the demand for public services or require construction of new governmental facilities (including library facilities). The previous FEIR concluded that as a nonresidential development, the previously approved project would not create additional incremental demand for other public facilities, such as libraries. Therefore, the previous FEIR concluded that the construction and operation of the previously approved project would have a less than significant impact on library services or facilities (i.e., other public facilities).

Proposed Project Analysis and Conclusions

Similar to the previously approved project, the proposed project consists of a warehouse and office building. As such, the proposed project would not create a significant demand for other public facilities, such as libraries. Furthermore, an increase in the employee population from the implementation of the proposed project would not result in a substantial increase in usage of other public facilities such as libraires. Although future employees may use nearby public facilities, employees would not result in the substantial physical alteration of these facilities. Therefore, similar to the previously proposed project, the proposed project would have less than significant impacts public facilities such as libraries and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

Mitigation Measures

No mitigation is required.

Conclusion

The proposed project would not result in any significant impacts related to Public Services, as found in the previous FEIR. No new impacts are found, and no mitigation is required.

The proposed project is consistent with the development evaluated in the previous FEIR and would not result in any new impacts or increase the severity of any previously identified impacts as compared to what was already identified and disclosed, either individually or cumulatively.

Further environmental analysis is not required because:

1. No substantial changes are proposed in the project which will require major revisions of the previous FEIR.
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous FEIR.
3. No new information of substantial importance has been identified which results in a significant effect not discussed in the previous FEIR or an impact which is more severe than shown in the previous FEIR.
4. No new mitigation measures are necessary.

Environmental Issue Area	Conclusion in Previous EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XVI. Recreation <i>Would the project:</i>					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No impact	No	No	No	None
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	No impact	No	No	No	None

Existing Conditions

The City owns 34 public parks, totaling approximately 190 acres, as well as six recreational facilities and various trails, as described in Section 15, Public Services.

Note that in the previous FEIR, the City evaluated potential effects on parks under both the Recreation and Public Services sections, consistent with the CEQA Guidelines. While both sections reference parks, they apply different impact thresholds and evaluate distinct types of environmental effects. The Public Services section concluded that the project would not create a need for new or expanded public park facilities to maintain acceptable service levels, and therefore impacts were

determined to be less than significant. By contrast, the Recreation section evaluated whether the project would lead to physical deterioration of existing parks requiring the development of new recreational amenities as a direct environmental effect. Since the City found that the project would not increase park use to a level that would result in substantial wear or degradation of facilities, the EIR identified no impact under the Recreation threshold. Considered together, the findings provide a complete assessment of potential park-related impacts through both lenses.

Discussion

a, b) Effects of Increased Use of Parks and Effects from Provision of Parks or Recreational Facilities

Previous EIR Conclusions

The previous FEIR concluded that the previously approved project would result in no impacts related to the increase in the use of existing parks or recreational facilities or construction/expansion of recreational facilities. It indicated that the previously approved project's industrial use would not generate population growth that would result in an increase in the use existing neighborhood and regional parks or other recreational facilities. The previous FEIR concluded that the previously approved project would not require the expansion of existing recreational facilities or construction of additional recreational facilities elsewhere. Therefore, the previous FEIR concluded that no impacts to parks or recreational facilities would occur as a result of the previously approved project.

Proposed Project Analysis and Conclusion

The proposed project would construct a warehouse and office building and would not include residential uses. Similar to the previously approved project, the proposed project's employees could use nearby neighborhood parks, trails, and recreational facilities on weekdays. However, such increased use would be minimal and would not result in the substantial physical deterioration of these facilities. Therefore, consistent with the previous FEIR, the proposed project would result in no impacts pertaining to the substantial physical deterioration of parks or other recreational facilities.

Given that the proposed project would not increase the population of residents within the City, it would not require the construction or expansion of recreational facilities to achieve the City's adopted standard for park space acreage at 5 acres for every 1,000 residents.⁵⁸ The proposed warehouse and office building does not include recreational facilities. Therefore, the proposed project would result in no impact related to the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. As such, no impacts would occur and the proposed

⁵⁸ The City's General Plan Policy PROS-1.3 requires the City to "achieve and maintain a minimum overall citywide ratio of 5 acres of park land for every 1,000 residents outside of the Midtown Specific Plan Area and Transit Area Specific Plan Area. Within these Specific Plan Areas, achieve and maintain the parks standards and ratios specified in the specific plan, with an emphasis on publicly accessible spaces and facilities." The project site is outside the aforementioned Specific Plan areas.

project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

Mitigation Measures

No mitigation is required.

Conclusion

The proposed project would not result in any impacts related to Recreation, as found in the previous FEIR. No new impacts are found and no mitigation is required.

The proposed project is consistent with the development evaluated in the previous FEIR and would not result in any new impacts or increase the severity of any previously identified impacts as compared to what was already identified and disclosed, either individually or cumulatively.

Further environmental analysis is not required because:

1. No substantial changes are proposed in the project which will require major revisions of the previous FEIR.
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous FEIR.
3. No new information of substantial importance has been identified which results in a significant effect not discussed in the previous FEIR or an impact which is more severe than shown in the previous FEIR.
4. No new mitigation measures are necessary.

Environmental Issue Area	Conclusion in Previous EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XVII. Transportation <i>Would the project:</i>					
a) Conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less than significant impact	No	No	No	None
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Significant and unavoidable impact	No	No	No	MM TRANS-1
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than significant impact	No	No	No	None
d) Result in inadequate emergency access?	Less than significant impact	No	No	No	None

The following section is based on the information provided in the Local Transportation Analysis (LTA) (July 9, 2025), and the Vehicle Miles Traveled (VMT) Analysis (July 17, 2025) prepared for the proposed project by NV5 Engineers and Consultants.^{59,60}

Discussion

a) Conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Previous FEIR Conclusions

According to the previous FEIR, the project was expected to generate a total of approximately 3,303 new daily vehicle trips. However, the previous FEIR found that vehicle trips generated by the project would not cause conflicts with the relevant planning documents addressing the local and regional circulation system, including the City of Milpitas General Plan, the VTA's planning documents, and the Metropolitan Transportation Commission's Plan Bay Area 2040. The project was also expected to generate demand for bus and Bay Area Rapid Transit (BART) trips in the project vicinity. According to the previous FEIR, employees working on the project site who use BART may choose to walk or bike to the site or take the bus. As described in the previous FEIR, there is a continuous sidewalk connection and continuous bicycle lanes between the Milpitas BART station and the project site. Additionally, bus stops are located on South Milpitas Boulevard at Ames Avenue (north of the intersection in the northbound direction, and south of Ames Avenue in the southbound direction). Thus, the previous FEIR determined that there was adequate pedestrian, bicycle and transit infrastructure and service in place to serve trips by these modes to and from the project site. According to the previous FEIR, the project also did not propose any off-site infrastructure changes which would cause conflicts with programs, plans, policies, or ordinances addressing off-site transit, roadway, bicycle, or pedestrian facilities. Based on this assessment, the previous FEIR found this impact to be less than significant with no mitigation required.

Proposed Project Analysis and Conclusion

Vehicle Circulation

The proposed project would result in similar changes to circulation as those considered in the previous FEIR, including additional employee and truck traffic trips. Note that the proposed project includes four driveways whereas the previous project included five.

According to the LTA prepared for the proposed project, the proposed project would be expected to generate approximately 3,812 net new daily trips compared to the previously approved project's 3,303 net new daily trips. This equates to an increase of 509 daily trips (Table 16). Note that while the

⁵⁹ NV5 Engineers & Consultants. 2025. Local Transportation Analysis for 1000 Gibraltar Drive Delivery Center. July 9.

⁶⁰ NV5 Engineers & Consultants. 2025 Vehicle Miles Traveled (VMT) Analysis for 1000 Gibraltar Drive Delivery Center. July 17.

proposed project's daily trips are more than the previously approved project, the trips consist of significantly fewer truck trips due to the facility's status as a last-mile delivery operation.

Table 16: Difference in Trip Generation from the Previously Approved Project

Project	AM Peak-hour Trips	PM Peak-hour Trips	Net New Daily Trips
Previously Approved Project	348	88	3,303
Proposed Project	260	245	3,812
Difference	-88	+157	+509

The LTA prepared for the proposed project analyzed 12 intersections in the vicinity of the project site to determine the proposed project's effects on intersection delay, LOS and queueing. These intersections are listed below and fall under two categories; intersections designated under the Santa Clara VTA CMP and those that fall outside of the CMP network.

CMP Intersections:

- West Calaveras Boulevard and Abel Street
- E Calaveras Boulevard and Milpitas Boulevard
- Montague Expressway and South Milpitas Drive
- Great Mall Parkway/East Capitol Avenue and Montague Expressway
- Montague Expressway and McCandless Drive/Trade Center Boulevard
- Montague Expressway and South Main Street/Oakland Road

Non-CMP Intersections:

- South Milpitas Boulevard and Yosemite Drive
- South Milpitas Boulevard and Ames Avenue/Driveway 1
- South Milpitas Boulevard and Driveway 2
- South Milpitas Boulevard and Gibraltar Drive
- Gibraltar Drive and Driveway 3
- Gibraltar Drive and Driveway 4

Intersections were analyzed under Existing (2024), No-Build (2026), Build (2026), Future No Build (2040), Future Build (2040), and Future Build Conditions with Mitigation (2040) scenarios. According to the LTA prepared for the proposed project, traffic operations at intersections outside of the CMP operate acceptably under Existing conditions. All non-CMP intersections are anticipated to operate at LOS B or better under both the 2026 and 2040 scenarios, with the exception of the South Milpitas Boulevard and Yosemite Drive intersection, which is projected to operate at LOS E under both 2040 No-Build and Build PM conditions. However, according to the analysis, since there is no change in critical delay or volume-to-capacity ratio between scenarios, the proposed project would not result in

an adverse effect at this location, and no mitigation is warranted per CMP guidelines. No additional improvements were recommended as part of the LTA, and its results indicated that the surrounding transportation network would adequately accommodate the traffic generated by the proposed project. As such, like the previously approved project, the proposed project would not be expected to conflict with relevant planning documents addressing the local and regional circulation system, including the City of Milpitas General Plan, the VTA's planning documents, and the Metropolitan Transportation Commission's Plan Bay Area 2040. Therefore, impacts would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

Bicycle Access and Circulation

Bicycle infrastructure exists in the immediate vicinity of the project site and remains as described under the previous FEIR. Bicycle facilities are categorized according to the California Department of Transportation (Caltrans) classification system, which defines the following four facility types:

- Class I–Shared-Use Path (Bike Path): A completely separated facility for the exclusive use of bicycles and pedestrians, located off-street within its own right-of-way.
- Class II–Bike Lane: A designated on-street lane for bicycle use, typically marked by striping and signage, located adjacent to vehicle travel lanes on priority corridors.
- Class III–Bike Route: A shared roadway facility identified by signage and/or pavement markings, where bicyclists and motor vehicles operate within the same travel lane.
- Class IV–Separated Bikeway (Protected Bike Lane or Cycle Track): An on-street bicycle facility physically separated from motor vehicle traffic by curbs, parked cars, posts, or other physical barriers.

There are no existing Class I or Class IV bike facilities within the vicinity of the project site. Class II bike facilities are available on Abel-Main Street south of Calaveras Boulevard, Great Mall Parkway, Capitol Avenue, South Milpitas Boulevard, Trade Zone Boulevard-McCandless Drive, and Yosemite Drive. There are also Class III bike facilities on Calaveras Boulevard and Abel Street north of Corning Avenue.

The proposed project does not include any modifications to existing bicycle facilities in the vicinity of the project site, consistent with the previously approved project, and would not include any off-site infrastructure changes that would conflict with existing or planned facilities. Additionally, as per General Plan Action CIR-4I which requires that developers promote multimodal transportation, the proposed project would provide 24 bicycle parking stalls adjacent to the proposed office space. Bicycle circulation on-site would be provided via on-site pedestrian sidewalks, which would provide access to the Class II bike facilities on South Milpitas Boulevard. The proposed project would not cause conflicts with programs, plans, policies, or ordinances addressing bicycle facilities, as existing facilities would remain unchanged and unobstructed, and bicycle parking would be provided on-site to support bicycle transportation on-site. As such, impacts would be less than significant and the

proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

Pedestrian Access and Circulation

Existing pedestrian access on the project site and directly surrounding areas has not changed significantly since certification of the previous FEIR. Like the previously approved project, pedestrian paths of travel would be demarcated throughout the project site and would connect to the existing sidewalk along South Milpitas Boulevard and Gibraltar Drive. Unlike the previously approved project, the proposed project would also construct crosswalks and curb ramps at the northern and western leg of the South Milpitas Boulevard and Ames Avenue intersection, as well as connect existing pedestrian pathways along South Milpitas Boulevard to its internal network of sidewalks to provide adequate pedestrian access to the project site. While these project components were not analyzed in the previous FEIR, their construction and implementation have been considered throughout this Addendum. Such improvements would serve to enhance pedestrian access and circulation and be consistent with applicable plans, ordinances or policies. As such, the proposed project would support access to local pedestrian infrastructure and would not cause conflicts with programs, plans, policies, or ordinances addressing pedestrian facilities. As such, impacts would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

Transit Facilities

As analyzed in the previous FEIR, the proposed project would generate demand for bus and BART trips. The nearest BART station is located approximately 0.57 mile south of the project site. Additionally, there are bus stops servicing Alameda Contra-Costa Transit located on South Milpitas Boulevard at Ames Avenue (north of the intersection in the northbound direction, and south of Ames Avenue in the southbound direction), similar to the conditions considered in the previous FEIR. There are adequate pedestrian facilities available connecting the project site to these existing facilities, and the proposed project would not include any infrastructure that would obstruct or deny access to these existing facilities. As such, the proposed project would not cause conflicts with programs, plans, policies, or ordinances addressing transit facilities. As such, impacts would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Previous FEIR Conclusions

To determine impacts related to VMT, the previous FEIR utilized procedures and metrics, and significance criteria consistent with the guidance provided by the Office of Land Use and Climate Innovation (LCI) (formerly the Office of Planning and Research [OPR]), the Santa Clara County VTA, and the City of Milpitas. According to the previous FEIR, the OPR Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) sets forth guidance regarding metrics that may be calculated to evaluate VMT impacts from three types of land uses: residential, office/employment,

and retail. The project use type was employment, therefore regarding metrics, the advisory recommends that home-based work vehicle trips and home-based work vehicle trips per employee would be appropriate metrics for employment uses. This captures the employee commute trips to and from the employment site. In addition, the project's effect on total regional VMT under cumulative conditions was also evaluated to assess whether regional total VMT would increase with the project. This metric captures the effects of land use interactions and was considered a more wholistic evaluation of the previously approved project's effect on regional VMT. According to the previous FEIR's analysis, the three-county region encompassing Santa Clara, Alameda, and San Mateo Counties was included, to ensure that the full effect of project vehicle and truck trip lengths was captured.

The previous FEIR analyzed four scenarios regarding VMT:

- Existing Conditions: Represents current home-based work VMT per employee.
- Existing with Project Conditions: Adds Project-generated VMT to Existing Conditions.
- Cumulative Conditions: Represents expected home-based work VMT per employee in 2040 assuming various foreseeable land use developments in the study area and planned/funded roadway improvements. It adds 2040 traffic forecasts for the study area developed using the VTA Travel Demand Model.
- Cumulative with Project Conditions: Adds Project-generated VMT to Cumulative Conditions.

The previous FEIR analyzed VMT impacts against two metrics: Project Home-based Work VMT per Employee, and Total Boundary VMT. The previous FEIR determined that the previously approved project would have a significant impact on Home-based Work VMT per employee. This is because the Existing with Project VMT per employee of 16.19 did not meet the significance criteria of 15 percent below the Santa Clara countywide average of 14.31 and exceeded the threshold by 13 percent. The previous FEIR implemented MM TRANS-1, which requires a Travel Demand Management (TDM) program, a VMT Strategy Report, and project monitoring, to reduce impacts associated with Home-based Work VMT per employee. However, even with mitigation incorporated, the previously approved project was found to have a significant and unavoidable impact related to Home-based Work VMT per employee.

The previous FEIR determined that Total Boundary VMT⁶¹ for the three-county region would be 95,534,150 under the Existing with Project Scenario, as compared to the existing condition of 95,533,346. The previous FEIR, however, found that the project would have a less than significant impact on Total Boundary VMT, as even though the project was found to increase Total Boundary VMT within the three-county region, the effect is considered to be within the travel demand model

⁶¹ The previous FEIR indicates that Total Boundary VMT is a metric measure for the total VMT for all trips within the region expected to be affected by project trips. With the previous FEIR, this region was defined as Santa Clara, Alameda, and San Mateo counties.

margin of error (0.0008 percent), and the Total Boundary VMT per service population is unchanged when calculated to two decimal places.

Proposed Project Analysis and Conclusion

According to the VMT Analysis prepared for the proposed project, the VMT for the delivery center can be viewed in three parts:

- On-site employees who commute to the site (Employee Commute VMT)
- Private carrier commuting to the site; drivers must use their own vehicles to make deliveries (Private Carrier VMT)
- VMT associated with the delivery of goods and packages to the customer (Delivery VMT).

The proposed project's VMT calculations can be seen in Table 16 below.

Table 17: Proposed Project VMT Calculations by Category

Category	VMT per Day	VMT per Person per Day
Employee Commute VMT	5,960	16.42
Private Carrier Commute VMT	8,358	16.42
Delivery VMT	-15,034	-0.79
Total	-716	-0.52

The VMT Analysis estimated the VMT for delivery vehicles by finding the distance from the site to the furthest point within the delivery zone and multiplying by the number of vehicles bound for those zones. Additionally, some of the future customers that would be served by the proposed project are currently being served by an existing delivery center. The VMT Analysis accounted for the shifting of business from two other similar delivery centers, as well as an expanded service area. The Delivery VMT to and from the two existing delivery centers and the 46 zip codes they collectively serve is 49,185 per day. The estimated Delivery VMT to from the new delivery center in Milpitas (proposed project) and 118 zip codes (expanded service area) would be 34,151. Therefore, after locating a new delivery center closer to the user's customers, as well as serving an expanded geographic area, there would be 15,034 fewer VMT per day than there is currently. This explains the negative value in Table 18.

The City of Milpitas adopted a Transportation Analysis Policy in May 2021 that includes VMT Analysis for many discretionary development projects. Consistent with CEQA Guidelines Section 15064.7, Thresholds of Significance, the City of Milpitas adopted the Santa Clara CMP baseline average and thresholds set at 85 percent of the citywide baseline averages for determining whether a project's VMT would be significant. The citywide baseline average for VMT per employee is 17.54. The 85 percent (15 percent below) citywide baseline average is 14.91 VMT per employee per day. Projects

that exceed these thresholds may have a significant effect on the environment and may require project revisions and/or mitigation measures may be implemented to reduce the impact to less than significant.

Table 17 illustrates the VMT thresholds compared to the project's VMT. As shown, the proposed project's VMT is less than the targeted citywide VMT, resulting in a less than significant overall impact on VMT.

Table 18: VMT Significance

	Project VMT per Capita per Day	City of Milpitas Threshold	Compared to Threshold	Impact Significance
Commuter Trips	16.42	14.91	10% higher	Potentially Significant
Delivery Trips	-0.79	14.91	100% lower	Less than Significant
TOTAL	-0.52	14.91	100% lower	Less than Significant

While the overall VMT per day would be reduced, it is recognized that the proposed project's VMT per person per day would be 16.42, which is slightly higher than the previously approved project's VMT per employee of 16.19.

The Employee Commute VMT and Private Carrier Commute VMT (shown as commuter trips in Table 17) for the proposed project is 16.42 per person per day. While, like the previously approved project, the number is higher than the citywide desired threshold of 14.91, it is still less than the citywide average VMT of 17.54. Nonetheless, consistent with the previous FEIR, the VMT Analysis recommends Transportation Demand Management Measures (TDMs) such as carpool matching programs, transit passes, and guaranteed rides home to reduce potential impacts. Therefore, like the previously approved project, the proposed project would be required to implement MM TRANS-1 to reduce potential impacts resulting from commuter VMT. According to the VMT Analysis, if 20 percent of daytime shift employees (6:00 a.m., 11:00 a.m., and 3:00 p.m. shifts) arrived by transit or carpooled, that would equate to a commuter VMT of 14.57 per day, which would be under the citywide significance level. With implementation of recommended TDM measures and MM TRANS-1, VMT impacts resulting from the proposed project would be less than significant, and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Previous FEIR Conclusions

The previous FEIR determined that because the previously approved project would be subject to the City of Milpitas permitting process, which includes design review, there is no reason to expect that the site's proposed driveway designs would not conform to City requirements. Based on this assessment,

the previous FEIR found that the previously approved project would have a less than significant impact with respect to hazards due to a design feature or incompatible uses, and no mitigation was required.

Proposed Project Analysis and Conclusion

The proposed project would include four driveways (one less than the previously approved project) with widths ranging between 32 and 50 feet wide (whereas the previously approved project's driveways ranged from 30 to 50 feet wide). Unlike the previously approved project, the proposed project would include upgrades to existing infrastructure along South Milpitas Boulevard, including operational upgrades to traffic signals at intersections of Ames Avenue and Gibraltar Avenue. The proposed improvements would also include City-standard sidewalk additions along South Milpitas Boulevard and Gibraltar Drive, as well as replacement of existing curb ramps along South Milpitas Boulevard and Gibraltar Drive. While these project components were not analyzed in the previous FEIR, their construction and implementation have been considered throughout this Addendum. Such improvements would serve to enhance pedestrian access and circulation, be consistent with applicable plans, ordinances, or policies, and would not be expected to result in an increased hazard. On the contrary, these additional improvements would be designed for safe pedestrian and vehicular movement in the project vicinity. Similar to the previously approved project, the proposed project plans would be subject to the City of Milpitas permitting process, which includes design review; therefore, it is reasonable to assume that the site driveway and roadway improvement designs, as well as off-site circulation improvements, would conform to City requirements. As such, the proposed project would have a less than significant impact with respect to hazards due to a design feature or incompatible uses and would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

d) Result in inadequate emergency access?

Previous FEIR Conclusions

According to the previous FEIR, the project did not propose any off-site roadway network changes and therefore would not adversely affect emergency vehicle circulation on surrounding roadways. It was determined that the previously approved project's two driveways on South Milpitas Boulevard and three on Gibraltar Drive, emergency vehicle access to all sides of the project building would be accommodated. Based on this assessment, the previous FEIR determined that the previously approved project would not impede emergency vehicle circulation along the project frontages or access to and from the project's on-site buildings, and therefore, the project would have a less than significant impact on emergency access. No mitigation measures were required.

Proposed Project Analysis and Conclusion

The proposed project would provide four driveways, with two along South Milpitas Boulevard, and two along Gibraltar Drive. All project driveways would provide an adequate turning radius for emergency vehicles and internal roadways on the project site would accommodate emergency vehicle circulation on all sides of the project building. Similar to the previously approved project, the proposed project

would not include any off-site roadway network changes and therefore would not adversely affect emergency vehicle circulation on surrounding roadways. Furthermore, while the proposed project would include road construction on South Milpitas Boulevard and Gibraltar Drive, it would be temporary and would not be expected to impede emergency access to the site or surrounding areas. As such, like the previously approved project, the proposed project would have a less than significant impact on emergency vehicle access and would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR

Mitigation Measures

MM TRANS-1 The project applicant shall implement a travel demand management program for all employees with the goal of reducing the use of single-occupant vehicles for commuting. The measures most likely to be effective given the project's location and expected use type include the following (measures are identified with the California Air Pollution Control Officers (CAPCOA) *Quantifying Greenhouse Gas Mitigation Measures* (August 2010) measure number and VMT reduction effectiveness range):

- Implement a commute trip reduction program with required implementation and monitoring (CAPCOA measure TRT-2, effectiveness range 4.2 percent–21.0 percent);
- Provide ride sharing programs (CAPCOA measure TRT-3, effectiveness range 1–15 percent);
- Implement subsidized or discounted transit program (CAPCOA measure TRT-4, effectiveness range 0.3 percent–20 percent);
- Provide end-of-trip facilities (CAPCOA measure TRT-5, effectiveness based on effectiveness of measures TRT-2 and TRT-3);
- Implement commute trip reduction marketing (CAPCOA measure TRT-7, effectiveness range 0.8 percent–4.0 percent);
- Implement car-sharing program (CAPCOA measure TRT-9, effectiveness range 0.4 percent–0.7 percent);
- Restripe Green Bike lanes along property frontage; and
- Bike locker subsidy.

(a) VMT Strategy Report

- Prior to the issuance of an occupancy permit (Tenant to provide after 90 days of occupation), the project applicant (or project site operator) shall prepare a VMT Strategy Report that includes the following items:
- Identification of a baseline project home-based work VMT per employee estimate, which shall be determined using project-specific information derived from location-based data services such as StreetLight data which can estimate the trip generation, trip lengths, and VMT for the site. This shall be supplemented/verified by driveway counts, employee commute mode surveys, and employee residence

data which can provide a second VMT estimate to verify the StreetLight estimate. Other methods may be approved by City staff if new data sources and methods become available by the time the project is occupied.

- Identification of the Santa Clara County regional home-based work VMT per employee, also derived from StreetLight data to provide an apples to apples comparison to the project-specific baseline.
- Identification of the percent reduction in VMT needed to achieve the target of 15 percent below the regional average.
- Identification of selected transportation demand management strategies per the above list, and others if appropriate.
- Demonstration of how the TDM strategies in the VMT Strategy Report would reduce the home-based work VMT per employee generated by the project to 15 percent below the countywide average home-based work VMT per employee.
- After implementing the transportation demand management strategies selected in the VMT Strategy Report upon occupancy of the project, the effectiveness of these measures relative to the performance target noted previously must be monitored, as follows.

(b) Project Site VMT Monitoring Approach Monitoring

- The project shall be monitored by the City or by the project application/operator on an annual basis to determine the efficacy of the selected transportation demand management strategies in achieving the performance target of 15 percent below the regional average. The monitoring shall include project-generated VMT estimates compatible with the methodology used to estimate project baseline VMT so that performance comparisons can be made. The methodology for setting the baseline VMT and measuring the annual performance shall be defined in the VMT Strategy Report.
- An annual monitoring memorandum shall be submitted to City staff. If the project site is found not to be in compliance with the mitigation measure, the project must incorporate additional transportation demand management strategies to meet the performance target. The project applicant/operator may propose new strategies that develop over time to further reduce project-generated VMT if substantial evidence is provided to support the efficacy of the strategy. If a 15 percent VMT reduction is achieved for 3 consecutive years, the project will no longer need to provide annual reporting.

(c) Alternative Monitoring Approach

- The City of Milpitas may develop a citywide VMT monitoring program to allow global monitoring of City VMT, which may provide cost efficiencies and be a more effective way to track VMT generation by various uses in the City. The monitoring program could make use of emerging technologies including location-based

services on cell phones and in vehicles to track trip lengths, along with traditional technologies such as driveway traffic counts. If such a program is developed, the project could participate in the monitoring and demonstrate performance relative to the project's VMT target.

Conclusion

As discussed above, all applicable mitigation measures from the previous FEIR would be required and implemented to ensure impacts are consistent with the previous FEIR.

The proposed project is consistent with the development evaluated in the previous FEIR and would not result in any new impacts or increase the severity of any previously identified impacts as compared to what was already identified and disclosed, either individually or cumulatively.

Further environmental analysis is not required because:

1. No substantial changes are proposed in the project which will require major revisions of the previous FEIR.
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous FEIR.
3. No new information of substantial importance has been identified which results in a significant effect not discussed in the previous FEIR or an impact which is more severe than shown in the previous FEIR.
4. No new mitigation measures are necessary.

Environmental Issue Area	Conclusion in Previous EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XVIII. Utilities and Service Systems <i>Would the project:</i>					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less than significant impact	No	No	No	None
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less than significant impact	No	No	No	None
c) Result in a determination by the wastewater treatment provider which serves or may serve the	Less than significant impact	No	No	No	None

Environmental Issue Area	Conclusion in Previous EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?					
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less than significant impact	No	No	No	None
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	Less than significant impact	No	No	No	None

Discussion

a) Construction of Expansion of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities

Previous EIR Conclusions

The previous FEIR concluded impacts related to the construction or expansion of new or expanded water, wastewater, stormwater, electric, natural gas, or telecommunications facilities would be less

than significant. The previous FEIR concluded that the previously approved project would be consistent with the site's zoning and would not substantially increase demand for water compared to the previous on-site uses and would therefore not exceed the capacity of existing water treatment facilities. Similarly, the previously approved project would not require the construction of new water treatment facilities, or the expansion of existing facilities, other than those already planned as part of the City's Water Master Plan. The previously approved project would include connections to the existing electrical and gas infrastructure in the vicinity of the project site and would not require any new infrastructure aside from project-specific tie-ins and lines to serve the previously approved project.

Proposed Project Analysis and Conclusion

No changes have occurred that would alter the conclusion of the previous FEIR. The proposed project would be consistent with the site's zoning and would result in a 3,476-square-foot reduction in total square footage as compared to the previously approved project. The similar proposed use type, along with the reduced square footage, would indicate that the proposed project's utility demands would be substantially similar to that of the previously approved project. Accordingly, the proposed project's demand for water, wastewater, or stormwater drainage utilities would be consistent with the previous FEIR and would not necessitate new or expanded facilities. Similarly, the proposed project would not result in increased demand for electric power, natural gas, or telecommunications facilities beyond that considered in the previous FEIR. As such, impacts would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

b) Water Supply

Previous EIR Conclusions

The previous FEIR concluded impacts related to water supply would be less than significant. The City of Milpitas provides water to the project site. The project site is within the San Francisco Public Utilities Commission (SFPUC) wholesale distribution area. The SFPUC supply is predominantly snowmelt from the Sierra Nevadas, delivered through the Hetch Hetchy aqueducts, but also includes treated water produced by SFPUC from its local watersheds and facilities in Alameda County. Historically, the SFPUC has met demand in its service areas during all year types from its watersheds. The previously approved project was consistent with the site's zoning. Accordingly, the previous FEIR concluded that the City would have sufficient water supply to support the previously approved project and its implementation would not require new or expanded entitlements for water supplies and, therefore, the impacts related to water supply would be less than significant.

Proposed Project Analysis and Conclusion

No changes have occurred that would alter the conclusion of the previous FEIR. As previously mentioned, the proposed project would be consistent with the existing zoning and would represent a reduction in total building square footage as compared to the previously approved project. Due to the similar on-site use as compared to the previously approved project, the proposed project's demand for water resources would be similar or slightly reduced as a result of reduced square footage. As

such, impacts would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

c) Wastewater Capacity

Previous EIR Conclusions

The previous FEIR concluded impacts related to wastewater capacity would be less than significant. The City of Milpitas owns and operates its municipal wastewater collection system containing 179 miles of gravity pipe and 5 miles of force main. The system also includes two pump stations: the Venus Station, which lifts wastewater from the low-lying Pines neighborhood, and the Main Sewer Pump Station, which pumps all City sewage through dual 2.5 mile force mains to the San José/Santa Clara Water Pollution Control Plant (WPCP) located in San José at 700 Los Esteros Road for treatment. The WPCP treats an average of 110 million gallons of wastewater per day (mgd), about 65 percent of its 167 mgd capacity, which includes service to the project site. The previously approved project would generate domestic wastewater, treated by the WPCP. It was concluded that the previously approved project was consistent with the site's zoning and the City has sufficient capacity to serve the proposed project. Furthermore, the previous FEIR states, the City requires the completion of sewer system modeling to demonstrate adequate conveyance capacity based on the current discharge allocation. Therefore, wastewater generated from the proposed project would not cause the WPCP to violate any wastewater treatment requirements and this impact would be less than significant.

Proposed Project Analysis and Conclusion

Like the previously approved project, and consistent with the analysis in the previous FEIR, the proposed project is consistent with the site's zoning and General Plan designation. Furthermore, the proposed project would have a slightly smaller footprint than the previously approved project (see Table 1). The similar proposed use type, along with the reduced square footage and similar employee numbers (which drives wastewater production), would indicate that the proposed project's utility demands would be substantially similar to that of the previously approved project. As a result, anticipated wastewater generation is expected to be comparable to or less than the volume generated under the previously approved project. Finally, as indicated by the previous FEIR, the proposed project would be required to complete sewer system modeling to demonstrate adequate conveyance capacity based on the current discharge allocation. Overall, no changes have occurred that would alter the conclusion of the previous FEIR in regard to wastewater. As such, impacts would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

d) Solid Waste Capacity

Previous FEIR Conclusions

The previous FEIR concluded impacts related to solid waste capacity would be less than significant. Solid waste and recycling pickup and disposal in the City of Milpitas is provided by Republic Services. The solid waste is disposed of at the Newby Island Landfill and recycling facility located

approximately 3.2 miles northwest of the project site on Dixon Landing Road. The Newby Island Landfill has a capacity of 57.5 million cubic yards and a remaining capacity of 21.2 million cubic yards, and can accept 4,000 tons per day. The previous FEIR concluded that the Newby Island Landfill has adequate capacity to serve the previously approved project. Furthermore, solid waste generated during the demolition, construction, and operational phase of the would be recycled to maximum extent feasible. As such, it was concluded that the previously approved project would be served by a landfill with sufficient capacity to accommodate the project's waste disposal needs and impacts associated with the disposition of solid waste would be less than significant.

Proposed Project Analysis and Conclusion

Like the previously approved project, the proposed project is consistent with the site's zoning and General Plan designation. Furthermore, the proposed project's footprint would be slightly smaller than the previously approved project (see Table 1). The similar proposed use type, along with the reduced square footage, would indicate that the proposed project's utility demands would be substantially similar to that of the previously approved project. As a result, anticipated solid waste generation is expected to be comparable to or less than the volume generated under the previously approved project. Finally, as indicated by the previous FEIR, the proposed project would be required to recycle solid waste generated during the demolition, construction, and operational phase to maximum extent feasible. No changes have occurred that would alter the conclusion of the previous FEIR. As such, impacts would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

Solid Waste Reduction Goals and Regulations Consistency

Previous EIR Conclusions

The previous FEIR concluded impacts related to solid waste reduction goals and regulations consistency would be less than significant. Solid waste generated during the demolition, construction, and operational phase of the project would be properly disposed of or recycled in a nearby landfill or approved disposal facility with capacity to receive the waste. Any materials used during demolition and construction would be properly disposed of in accordance with federal, State, and local regulations. Therefore, it was concluded that impacts related to solid waste facilities, statutes, and regulations would be less than significant.

Proposed Project Analysis

No changes have occurred that would alter the conclusion of the previous FEIR. The proposed project would be required to comply with applicable solid waste disposal and recycling regulations. As such, impacts would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

Mitigation Measures

No mitigation is required.

Conclusion

The proposed project would not result in any significant impacts related to Utilities and Services Systems, as found in the previous FEIR. No new impacts are found and no mitigation is required.

The proposed project is consistent with the development evaluated in the previous FEIR and would not result in any new impacts or increase the severity of any previously identified impacts as compared to what was already identified and disclosed, either individually or cumulatively.

Further environmental analysis is not required because:

1. No substantial changes are proposed in the project which will require major revisions of the previous FEIR.
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous FEIR.
3. No new information of substantial importance has been identified which results in a significant effect not discussed in the previous FEIR or an impact which is more severe than shown in the previous FEIR.
4. No new mitigation measures are necessary.

Environmental Issue Area	Conclusion in Previous EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XIX. Wildfire <i>If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project:</i>					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than significant impact	No	No	No	None
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Less than significant impact	No	No	No	None
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or	Less than significant impact	No	No	No	None

Environmental Issue Area	Conclusion in Previous EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
ongoing impacts to the environment?					
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Less than significant impact	No	No	No	None

Discussion

a) Emergency Response/Evacuation Plan Consistency

Previous FEIR Conclusions

The previous FEIR concluded impacts related to emergency response and evacuation plan consistency would be less than significant. The project site is flat, outside the Wildland Urban Interface, and is not located in a High Severity Zone for wildfire. The City of Milpitas Fire Department Office of Emergency Services coordinates the City's preparedness efforts to mitigate, plan for, respond to, and recover from natural and technological disasters. In addition, the County of Santa Clara Office of Emergency Services coordinates countywide emergency response efforts including the preparation and implementation of the County of Santa Clara EOP. It was concluded that development of the previously approved project would not impair the implementation of, or physically interfere with, an adopted emergency response plan and would thus have a less than significant impact.

Proposed Project Analysis and Conclusion

Consistent with the analysis in the previous FEIR, the project site continues to be located outside the Wildland Urban Interface and is not located in a High Severity Zone for wildfire.^{62,63} Like the previously approved project, it would be served by the Milpitas Fire Department and subject to the County of Santa Clara EOP. The proposed project is located on the same site as the previously approved project and does not alter the site's physical characteristics or its relationship to surrounding areas susceptible to wildfire hazards. As such, the potential for wildfire risk based on factors including proximity to wildland areas, prevailing climatic conditions, and emergency response accessibility remains unchanged from the analysis in the previous FEIR. Because of the substantial similarities in project size as compared to the previously approved project as well as the proposed project's consistency with zoning, it would not be expected to substantially impair an adopted emergency response plan or emergency evacuation plan. No changes have occurred that would alter the conclusion of the previous FEIR and. As such, impacts would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

b) Expose Project Occupants to Pollutant Concentrations from Wildfire***Previous FEIR Conclusions***

The previous FEIR concluded impacts related to the exposure of project occupants to pollutant concentrations from wildfire would be less than significant. The project site is flat and is bound by existing development on all sides. The project site is outside the Wildland Urban Interface and is not considered a High Severity Zone for wildfire. Therefore, it was concluded the previously approved project would not exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, and this impact would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project is located on the same site as evaluated in the previous FEIR, and there have been no changes with respect to land designation. The site continues to be outside the Wildland Urban Interface and is not designated as a High Severity Zone for wildfire. The project site is not located in an area containing slope, prevailing winds, or other factors (such as significant vegetation) that would exacerbate wildfire risks and related pollutant exposure. Overall, no changes have occurred that would alter the conclusion of the previous FEIR. As such, impacts would be less than

⁶² California Department of Forestry and Fire Protection (CAL FIRE). 2024. Fire Hazard Severity Zones in State Responsibility Area. Website: <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008>. Accessed July 22, 2025.

⁶³ California Department of Forestry and Fire Protection (CAL FIRE). Compare Old (2007-2011) with New (2025) Recommended FHSZ in LRA. 2025. Website: https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9/page/Compare-old-and-new-LRA-FHSZ#data_s=id%3Awidget_114_output_config_default_geocode_0_0%3A. Accessed July 22, 2025.

significant and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

c) Infrastructure that Exacerbates Fire Risk

Previous FEIR Conclusions

The previous FEIR concluded impacts related to infrastructure that would exacerbate wildfire risk would be less than significant. The project site is outside the Wildland Urban Interface and is not considered a High Severity Zone for wildfire. Therefore, it was concluded that the previously approved project would not require the installation or maintenance of associated infrastructure and this impact would be less than significant.

Proposed Project Analysis and Conclusion

As discussed above, the proposed project is not located within a very high fire hazard severity zone. As with the approved project, the proposed project does not include or require the installation or maintenance of for the purposes of wildfire safety. Installation and maintenance of infrastructure such as utility lines, would occur primarily on-site or within the roadway rights-of-way directly adjacent where the risk of wildfire is minimal. Therefore, the proposed project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or may result in a temporary or ongoing impact to the environment and impacts would be less than significant. As such, the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

d) Flooding and Landslide Hazards Due To Post-fire Slope Instability/Drainage Changes

Previous FEIR Conclusions

The previous FEIR concluded impacts related to flooding and landslide hazards due to post-fire instability and drainage changes would be less than significant. The project site is flat and is not located within very high fire hazard severity zone. Therefore, it was concluded the previously approved project would not expose people or structures to significant risks as a result of post-fire slope instability or drainage and runoff changes.

Proposed Project Analysis and Conclusion

The proposed project is located on the same site as the approved project. Conditions at the project site have not changed related to lack of significant slope or potential for flooding. No changes have occurred that would alter the conclusion of the previous FEIR. As such, impacts would be less than significant and the proposed project would not result in a new or more severe adverse impact that was not previously identified in the previous FEIR.

Mitigation Measures

No mitigation is required.

Conclusion

The proposed project would not result in any significant impacts related to Wildfire, as found in the previous FEIR. No new impacts are found and no mitigation is required.

The proposed project is consistent with the development evaluated in the previous FEIR and would not result in any new impacts or increase the severity of any previously identified impacts as compared to what was already identified and disclosed, either individually or cumulatively.

Further environmental analysis is not required because:

1. No substantial changes are proposed in the project which will require major revisions of the previous FEIR.
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous FEIR.
3. No new information of substantial importance has been identified which results in a significant effect not discussed in the previous FEIR or an impact which is more severe than shown in the previous FEIR.
4. No new mitigation measures are necessary.

Environmental Issue Area	Conclusion in Previous EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XX. Mandatory Findings of Significance					
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	Less than significant with mitigation incorporated	No	No	No	MM BIO-1, MM CULT-1, MM CULT-2
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the	Significant and unavoidable	No	No	No	MM TRANS-1

Environmental Issue Area	Conclusion in Previous EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?					
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	Potentially significant impact	No	No	No	None

Discussion

a) Potential Environmental Degradation

Previous FEIR Conclusions

The previous FEIR concluded that the incorporation of biological and cultural mitigation measures would reduce related potential impacts to less than significant.

Proposed Project Analysis and Conclusion

As previously discussed herein, the proposed project would have the potential to disturb active nests if trees or vegetation are removed during nesting season and therefore would have the potential to threaten to eliminate a plant or animal community. However, as indicated, with the implementation of MM BIO-1 from the previous FEIR, the proposed project's impacts would be reduced to less than significant.

Also previously discussed herein, the proposed project would have the potential to result in inadvertent discovery of archaeological resources or burial sites during construction and therefore would have the potential to eliminate important examples of the major periods of California history or prehistory. However, as indicated, with the implementation of MM CULT-1 and -2 from the previous FEIR, the proposed project's impacts would be reduced to less than significant.

Therefore, impacts would be less than significant, and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

b) Cumulatively Considerable Impacts

Previous FEIR Conclusions

Air Quality

The previous FEIR concluded that the previously approved project could contribute to cumulative environmental impacts when combined with the effects of past, present and future projects related to regional air quality (criteria pollutants). Implementation of MM AIR-1 would reduce criteria pollutant impacts but was deemed difficult to enforce and therefore it was concluded that significant impacts on regional air quality would be significant and unavoidable. Therefore, the project's contribution would be cumulatively considerable.

Greenhouse Gas Emissions

The previous FEIR concluded that the previously approved project could contribute to cumulative environmental impacts when combined with the effects of past, present and future projects related to the generation of greenhouse gases. Implementation of MM GHG-1 would reduce greenhouse gas emissions to the maximum extent feasible and would have likely reduced the previously approved project's emissions to below the applicable threshold with the purchase of carbon credits. However, the full implementation of MM GHG-1 hinges on the availability of carbon credits. Therefore, due to the uncertainty of carbon credit opportunities, successful implementation of MM GHG-1 was considered speculative and impacts were conservatively considered significant and unavoidable. Accordingly, it was concluded that the previously approved project would have cumulatively considerable impacts related to greenhouse gas emissions.

Transportation

The previous FEIR concluded that the previously approved project could contribute to cumulative environmental impacts when combined with the effects of past, present and future projects related to conflicts with CEQA Guidelines Section 15064.3, subdivision (b) (VMT). The previously approved project would have resulted in a VMT per employee exceeding the applicable significance threshold.

Implementation of MM TRANS-1 would require the implementation of a TDM program. However, it was recognized that the effectiveness of the MM could not be assured and, as such, it was concluded that impacts related to VMT would be significant and unavoidable. Therefore, the previously approved project's contribution would be cumulatively considerable.

Proposed Project Analysis and Conclusion

The project changes identified in Table 1 do not contribute to new cumulative environmental impacts. The proposed uses are consistent with local zoning and general plan policies and do not materially alter the regional cumulative scenario considered in the previous FEIR. Project design features, mitigation measures and compliance with regulatory requirements continue to address cumulative concerns related to air quality, greenhouse gases, and transportation.

Air Quality

As previously discussed herein, the proposed project would not result in construction or operation impacts related to criteria pollutants. In comparison to the conclusions in the previous FEIR, the proposed project would result in similar construction impacts but would result in less operation impacts (due to a significant reduction in project truck trips). As such, the proposed project's criteria pollutant impacts would be less than significant, would not require mitigation and would not be cumulatively considerable. Therefore, the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

Greenhouse Gas Emissions

As previously discussed herein, unlike the previously approved project, the proposed project would result in a less than significant impact related to GHG emissions as a result of 2022 CAP consistency. Therefore, no mitigation is necessary and impacts would not be cumulatively considerable and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

Transportation

As discussed herein, the proposed project would be consistent with the analysis in the previous FEIR and, like the previously approved project, would exceed the applicable VMT per employee threshold. As such, implementation of previous MM TRANS-1 would be required. Like the previously approved project, because the effectiveness of the MM cannot be assured, impacts would remain significant and unavoidable and cumulatively considerable. Therefore, the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

c) Adverse Effects on Human Beings

Previous FEIR Conclusions

The previous FEIR concluded that the proposed project could cause adverse effects on human beings, either directly or indirectly. Because the previous FEIR concluded that there would be significant unavoidable impacts, and because those impacts related to air quality and greenhouse gas emissions could directly and indirectly impact human beings, impacts would be significant and unavoidable in this regard.

Proposed Project Analysis and Conclusion

Based on the information provided throughout this Addendum, the proposed project would not cause substantial adverse effects on human beings, either directly or indirectly, because, unlike the previously approved project, the project's potential impacts would be mitigated to a less than significant level including those related to air quality and greenhouse gas emissions. Emergency access, noise conditions, and public service and utility demands remain within the scope originally analyzed. Therefore, impacts would be less than significant, and the proposed project would not result in a new or more severe adverse impact that was not identified in the previous FEIR.

Mitigation Measures

Implement MM AIR-3, MM BIO-1, MM CULT-1, MM CULT-2, and MM TRANS-1.

Conclusion

Consistent with the previous FEIR, the proposed project would result in significant impacts related to Mandatory Findings with respect to VMT. However, no new impacts are found.

The proposed project is consistent with the development evaluated in the previous FEIR and would not result in any new impacts or increase the severity of any previously identified impacts as compared to what was already identified and disclosed, either individually or cumulatively.

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Mitigation Monitoring and Reporting Program for the **15164 Addendum to the 1000 Gibraltar Drive Final Environmental Impact Report (State Clearinghouse No. 2020069024)**

City of Milpitas, Santa Clara County, California

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PREFACE

Consistent with Section 21081.6 of the California Environmental Quality Act (CEQA) and CEQA Guidelines Section 15097 a Mitigation Monitoring and Reporting Program (MMRP) was adopted in conjunction with the certification of the 1000 Gibraltar Drive Final Environmental Impact Report (previous FEIR, State Clearinghouse No. 2020069024) to implement the certified previous FEIR and to monitor the implementation of the mitigation measures that were adopted by the Lead Agency. As discussed in the Addendum, the MMRP has been updated herein to identify the relevant mitigation measures applicable to the 1000 Gibraltar Drive project evaluated in this Addendum.

The Addendum prepared for previous FEIR concluded that implementation of the proposed project could result in potentially significant effects on the environment, similar to those identified in the previous FEIR. As such, the previously approved mitigation measures were incorporated into the proposed project or are required as a condition of project approval that reduce these potential impacts to a less than significant level. This MMRP documents how and when the mitigation measures adopted by the Lead Agency's previous FEIR will be implemented for the proposed project and confirms that potential environmental impacts are reduced to less than significant levels as identified in the Addendum to the previous FEIR.

This document does not discuss those subjects that the environmental analysis demonstrates would result in less than significant impacts and for which no mitigation was proposed or necessary. This MMRP identifies those mitigation measures from the previous FEIR that remain applicable to the proposed project. No new mitigation is necessary or required.

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Table 1: 1000 Gibraltar Warehouse Addendum Section 15164 Project Mitigation Monitoring and Reporting Program

Requirements	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
III. Air Quality					
MM AIR-3: Fugitive Dust Control during Project Construction During Project construction, the contractor shall implement a dust control program that includes the following measures recommended by the Bay Area Air Quality Management District (Bay Area Air District): • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • A publicly visible sign shall be posted with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area	Include in contract specifications; periodic site inspection; submittal of inspection logs; review and approval of monitoring report, an independent construction monitor shall issue a letter report to the City of Milpitas Building Division documenting the inspection results.	During construction (City shall verify a minimum of four (4) documented inspections)	City of Milpitas Planning Department		

Requirements	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Air District phone number shall also be visible to ensure compliance with applicable regulations. The above measures shall be included in contract specifications. In addition, an independent construction monitor shall conduct periodic site inspections, but in no event less than four total inspections, during the course of construction to ensure these mitigation measures are implemented and shall issue a letter report to the City of Milpitas Building Division documenting the inspection results. Reports indicating noncompliance with construction mitigation measures shall be cause to issue a stop work order until such time as compliance is achieved.					
IV. Biological Resources					
MM BIO-1: Nesting Birds and Roosting Bats If feasible, all vegetation removal shall be conducted during the non-breeding season (i.e., September 1 to January 31) to avoid the direct impacts to nesting birds. If such work is scheduled during the breeding season, a qualified Biologist or ornithologist shall conduct a pre-construction survey to determine if any birds are nesting within the project site. The pre-construction survey shall be conducted within 15 days prior to the start of work from March through May (since there is a higher potential for birds to initiate nesting during this period), and within 30 days prior to the start of work from June through August. If active nests are found during the survey, the Biologist or ornithologist shall determine an appropriately sized buffer around the nest in which no work shall be allowed until the young have	Project applicant or contractor shall submit the Biologist's resume or curriculum vitae (CV) demonstrating relevant education, certifications, and field experience to the City; project applicant shall also submit a copy of executed contract with the Biologist, showing scope of work and timeline to City; confirmation that pre-construction surveys were conducted by qualified Biologist	15 days prior to the start of construction from March through May, and 30 days prior to the start of construction from June through August	City of Milpitas Planning Department		

Requirements	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
successfully fledged. The size of the buffer shall be determined by the Biologist or ornithologist in consultation with the California Department of Fish and Wildlife (CDFW), and would be based on the nesting species, its sensitivity to disturbance, and the expected types of disturbance. In order to avoid impacts to roosting bats, a pre-construction habitat assessment and survey(s) for bat roosts shall be conducted in any large trees (dbh >24 inches) within 100 feet of any planned work areas and in any buildings planned for demolition. This effort shall occur prior to the start of work to evaluate whether potential roost habitat occurs and to determine the type (i.e., maternity or nonmaternity) and status (i.e., active or inactive) of the roost. If an active maternity or special-status bat roost is found, removal of maternity roost trees or building shall be avoided during the maternity roosting season or until a qualified Biologist determines the roost has been vacated. Felled trees without maternity or special status roosts shall be allowed to lay on the ground for one night to allow any undetected roosting bats to leave the tree before it is chipped or taken off-site.					
V. Cultural Resources and Tribal Cultural Resources					
MM CULT-1: Unanticipated Discovery Protocol for Archaeological Resources If indigenous or historic-era archaeological resources are encountered during proposed Project development or operation, all activity within 100 feet of the find shall cease and the find shall be flagged for avoidance. The City and a	Inclusion on project plans; Project applicant or contractor shall submit the qualified Archaeologist's resume or curriculum vitae (CV) demonstrating relevant	In the event of resource discovery during development or operation	City of Milpitas Planning Department		

Requirements	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
qualified Archaeologist, defined as one meeting the U.S. Secretary of the Interior's Professional Qualifications Standards for Archeology, shall be immediately informed of the discovery. The qualified Archaeologist shall inspect the find within 24 hours of discovery and notify the City of their initial assessment. If the resource is indigenous, the City shall also contact relevant California Native American Tribes to assist in determining if the resource may qualify as a Tribal Cultural Resource. If the City determines, based on recommendations from the qualified Archaeologist and, if the resource is indigenous, relevant California Native American Tribes, that the resource may qualify as a historical resource or unique archaeological resource (as defined in CEQA Guidelines § 15064.5), or a Tribal Cultural Resource (as defined in Public Resources Code § 21074), the resource shall be avoided if feasible. Avoidance means that no activities associated with the proposed Project that may affect cultural resources shall occur within the boundaries of the resource or any defined buffer zones. If avoidance is not feasible, the City shall consult with appropriate Native American Tribes (if the resource is indigenous), and other appropriate interested parties to determine treatment measures to avoid, minimize, or mitigate any potential impacts to the resource pursuant to Public Resources Code § 21083.2 and CEQA Guidelines § 15126.4. This shall include documentation of the resource and may include data recovery or other measures. Treatment for most resources would consist of (but would not be limited to) sample excavation, artifact collection, site	education, certifications, and field experience to the City; project applicant shall also submit a copy of executed contract with the Archaeologist, showing scope of work and timeline to the City; submittal of the professional-level technical report to the City; the City Planning Department and qualified Archaeologist shall be immediately notified of any discovery.				

Requirements	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource. The resource and treatment method shall be documented in a professional-level technical report to be filed with the California Historical Resources Information System. Work in the area may commence upon completion of approved treatment and under the direction of the qualified Archaeologist.					
MM CULT-2: Unanticipated Discovery Protocol for Human Remains If human remains are uncovered during proposed Project construction, all work shall immediately halt within 100 feet of the find and the Santa Clara County Coroner shall be contacted to evaluate the remains and follow the procedures and protocols set forth in CEQA Guidelines § 15064.5(e)(1). If the county coroner determines that the remains are Native American, the City shall contact the Native American Heritage Commission (NAHC), in accordance with Health and Safety Code § 7050.5(c) and Public Resources Code § 5097.98. As required by Public Resources Code § 5097.98, the City shall ensure that further development activity avoids damage or disturbance in the immediate vicinity of the Native American human remains, according to generally accepted cultural or archaeological standards or practices, until the City has conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.	Inclusion on project plans; confirm construction activities have ceased, and the County Coroner has been contacted as recorded in daily construction logs; confirm contact with MLD and compliance with Public Resources Section 5097.98 via written or email correspondence	In the event of discovery of remains during project construction	City of Milpitas Planning Department		

Requirements	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
VII. Geology and Soils					
MM GEO-1: Paleontological Resources Sensitivity Prior to conducting ground disturbing activities, the applicant shall inform its contractor(s) of the sensitivity of the project area for paleontological resources and shall include the following directive in the appropriate contract documents. The City shall verify that the following directive is included in the appropriate contract documents: The subsurface of the construction site may be sensitive for paleontological resources. The contractor shall provide information to construction crews on how to recognize paleontological resources. If paleontological resources are encountered during project subsurface construction, all ground disturbing activities within 25 feet of the find shall be redirected and the City and a qualified paleontologist contacted. Project personnel shall not collect or move any paleontological materials. Paleontological resources include fossil plants and animals, and such trace fossil evidence of past life as animal tracks.” The City and a qualified Paleontologist shall make recommendations for the treatment of the discovery. If found to be significant, and project activities cannot avoid the paleontological resources, adverse effects to paleontological resources shall be mitigated. Mitigation may include monitoring, recording the fossil locality, data recovery and analysis, preparation of a technical report, and providing the fossil material and technical report to a paleontological repository, such as the University of California Museum of Paleontology (UCMP). Public	Inclusion in project contract documents; confirm construction operations and activities are halted and redirected to a qualified paleontologist as recorded in daily construction log; Review and approval of a paleontological resources impact mitigation plan that is incorporated into project plans	Prior to ground disturbing activities In the event of discovery of resources	City of Milpitas Planning Department City of Milpitas Planning Department		

Requirements	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
educational outreach may also be appropriate. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City for review.					
IX. Hazards and Hazardous Materials					
MM HAZ-1: Soil Management Plan A Soil Management Plan (SMP) shall be prepared by a qualified environmental professional to outline soil management protocols that would be implemented during project construction to ensure that construction workers, the public, future site occupants, and the environment would not be exposed to hazardous materials (e.g., arsenic) that may be present in soil at the project site. The SMP shall be submitted to the City for review and approval prior to issuance of demolition or grading permits. The SMP shall include, but not be limited to the following: • Procedures for soil management including identification and testing of contaminants, soil stockpiling procedures, soil reuse guidelines, and soil disposal methods. • Requirements for notification to the City and any applicable regulatory agency(ies) of previously unknown hazardous materials found in soil during development. • Guidelines for controlling dust during excavation and grading. All recommendations included in the SMP shall be implemented during the demolition, grading, and construction phase of the project. Prior to the City's approval of building occupancy, the applicant shall provide	Review and approval of SMP by the City; Confirmation of implementation of all recommendations included in the SMP Submittal of soils report for review and approval by the City	Prior to issuance of demolition or grading permits During demolition, grading, and construction Prior to approval of building occupancy	City of Milpitas Planning Department City of Milpitas Planning Department City of Milpitas Planning Department		

[illegible]

Requirements	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
- Implement subsidized or discounted transit program (CAPCOA measure TRT-4, effectiveness range 0.3 percent–20 percent); - Provide end-of-trip facilities (CAPCOA measure TRT-5, effectiveness based on effectiveness of measures TRT-2 and TRT-3); - Implement commute trip reduction marketing (CAPCOA measure TRT-7, effectiveness range 0.8 percent–4.0 percent); - Implement car-sharing program (CAPCOA measure TRT-9, effectiveness range 0.4 percent–0.7 percent); - Restripe Green Bike lanes along property frontage; and - Bike locker subsidy. (a) VMT Strategy Report - Prior to the issuance of an occupancy permit (Tenant to provide after 90 days of occupation), the Project Applicant (or Project site operator) shall prepare a VMT Strategy Report that includes the following items: - Identification of a baseline Project home-based work VMT per employee estimate, which shall be determined using project-specific information derived from location-based data services such as StreetLight data which can estimate the trip generation, trip lengths, and VMT for the site. This shall be supplemented/verified by driveway counts, employee commute mode surveys, and employee residence data which can provide a second VMT estimate to verify the StreetLight estimate. Other methods may be approved by City staff if new data					

Requirements	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
sources and methods become available by the time of the Project is occupied • Identification of the Santa Clara County regional home-based work VMT per employee, also derived from StreetLight data to provide an apples to apples comparison to the Project-specific baseline. • Identification of the percent reduction in VMT needed to achieve the target of 15 percent below the regional average. • Identification of selected transportation demand management strategies per the above list, and others if appropriate. • Demonstration of how the TDM strategies in the VMT Strategy Report would reduce the home-based work VMT per employee generated by the Project to 15 percent below the countywide average home-based work VMT per employee. • After implementing the transportation demand management strategies selected in the VMT Strategy Report upon occupancy of the Project, the effectiveness of these measures relative to the performance target noted previously must be monitored, as follows. (b) Project Site VMT Monitoring Approach Monitoring • The Project shall be monitored by the City or by the Project application/operator on an annual basis to determine the efficacy of the selected transportation demand management strategies in achieving the performance target of 15 percent below the regional					

Requirements	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
average. The monitoring shall include Project-generated VMT estimates compatible with the methodology used to estimate project baseline VMT so that performance comparisons can be made. The methodology for setting the baseline VMT and measuring the annual performance shall be defined in the VMT Strategy Report. - An annual monitoring memorandum shall be submitted to City staff. If the Project site is found not to be in compliance with the mitigation measure, the Project must incorporate additional transportation demand management strategies to meet the performance target. The Project applicant/operator may propose new strategies that develop over time to further reduce Project-generated VMT if substantial evidence is provided to support the efficacy of the strategy. If a 15 percent VMT reduction is achieved for three consecutive years, the project will no longer need to provide annual reporting. (c) Alternative Monitoring Approach - The City of Milpitas may develop a citywide VMT monitoring program to allow global monitoring of City VMT, which may provide cost efficiencies and be a more effective way to track VMT generation by various uses in the City. The monitoring program could make use of emerging technologies including location-based services on cell phones and in vehicles to track trip lengths, along with traditional technologies such as driveway traffic counts. If such a program is developed, the Project could					

Requirements	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
participate in the monitoring and demonstrate performance relative to the Project's VMT target.					
XX. Mandatory Findings of Significance					
Implement MM AIR-3, MM BIO-1, MM CULT-1, MM CULT-2 and MM TRANS-1.					

Appendix A:

Air Quality, Greenhouse Gas Emissions, and Energy Supporting Information

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Appendix A: Air Quality, Greenhouse Gas Emissions, and Energy Supporting Information

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1000 Gibraltar Warehouse Custom Report

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4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

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5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	1000 Gibraltar Warehouse
Construction Start Date	9/1/2025
Operational Year	2026
Lead Agency	City of Milpitas
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	31.0
Location	37.419106378943, -121.89216244474264
County	Santa Clara
City	Milpitas
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1999
EDFZ	1
Electric Utility	Silicon Valley Clean Energy
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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Unrefrigerated Warehouse-Rail	484	1000sqft	14.6	484,284	146,661	57,230	—	Unrefrigerated portion of warehouse, includes lot acreage of the entire warehouse, and total landscaping, and total bioretention
Refrigerated Warehouse-Rail	3.28	1000sqft	0.00	3,280	0.00	0.00	—	Refrigerated portion of warehouse
Parking Lot	12.2	Acre	12.2	0.00	0.00	0.00	—	All hardscape
User Defined Industrial	488	User Defined Unit	0.00	0.00	0.00	0.00	—	Dummy land use for passenger trips

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.99	1.92	39.2	27.8	0.16	0.86	22.2	23.1	0.70	4.04	4.74	—	23,479	23,479	1.87	3.35	46.6	24,571
2026	1.78	1.48	9.48	16.1	0.03	0.27	2.26	2.52	0.25	0.55	0.80	—	5,004	5,004	0.20	0.39	11.4	5,135
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.96	2.53	40.6	27.8	0.16	1.04	22.2	23.1	0.96	4.04	4.74	—	23,474	23,474	1.86	3.36	1.21	24,523
2026	350	350	9.77	15.0	0.04	0.27	2.26	2.52	0.25	0.55	0.80	—	5,498	5,498	0.41	0.78	0.30	5,740

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.66	0.43	5.46	5.14	0.02	0.15	2.20	2.35	0.13	0.45	0.58	—	2,723	2,723	0.19	0.33	2.32	2,829
2026	15.5	15.3	6.13	9.28	0.02	0.17	1.34	1.51	0.15	0.33	0.48	—	3,068	3,068	0.13	0.25	3.03	3,148
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.12	0.08	1.00	0.94	< 0.005	0.03	0.40	0.43	0.02	0.08	0.11	—	451	451	0.03	0.05	0.38	468
2026	2.83	2.79	1.12	1.69	< 0.005	0.03	0.25	0.28	0.03	0.06	0.09	—	508	508	0.02	0.04	0.50	521

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	12.8	11.5	13.5	136	0.34	0.23	29.8	30.0	0.21	7.55	7.76	—	34,362	34,362	1.27	1.56	117	34,977
Area	15.7	15.4	0.18	21.2	< 0.005	0.04	—	0.04	0.03	—	0.03	—	87.2	87.2	< 0.005	< 0.005	—	87.5
Energy	0.08	0.04	0.69	0.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	852	852	0.07	< 0.005	—	854
Water	—	—	—	—	—	—	—	—	—	—	—	216	4.75	221	22.2	0.53	—	932
Waste	—	—	—	—	—	—	—	—	—	—	—	247	0.00	247	24.7	0.00	—	864
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	87.4	87.4
Stationary	0.08	0.17	0.16	1.46	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	294	294	0.01	< 0.005	0.00	295
User-Defined	0.20	0.17	1.03	0.16	< 0.005	0.03	—	0.03	1.02	—	1.02	—	235	235	—	—	—	235
Total	28.8	27.3	15.5	160	0.35	0.35	29.8	30.1	1.32	7.55	8.87	463	35,835	36,298	48.2	2.09	205	38,332
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	12.3	11.0	15.9	119	0.31	0.23	29.8	30.0	0.21	7.55	7.76	—	32,221	32,221	1.41	1.70	3.04	32,766
Area	11.9	11.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.08	0.04	0.69	0.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	852	852	0.07	< 0.005	— ⁸	854

Water	—	—	—	—	—	—	—	—	—	—	—	216	4.75	221	22.2	0.53	—	932
Waste	—	—	—	—	—	—	—	—	—	—	—	247	0.00	247	24.7	0.00	—	864
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	87.4	87.4
Stationary	0.08	0.17	0.16	1.46	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	294	294	0.01	< 0.005	0.00	295
User-Defined	0.20	0.17	1.03	0.16	< 0.005	0.03	—	0.03	1.02	—	1.02	—	235	235	—	—	—	235
Total	24.6	23.3	17.7	121	0.32	0.31	29.8	30.1	1.30	7.55	8.84	463	33,607	34,070	48.3	2.23	90.5	36,033
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	12.1	10.9	14.9	117	0.32	0.23	29.2	29.4	0.21	7.40	7.61	—	32,516	32,516	1.35	1.64	50.6	33,090
Area	13.8	13.6	0.09	10.5	< 0.005	0.02	—	0.02	0.01	—	0.01	—	43.0	43.0	< 0.005	< 0.005	—	43.2
Energy	0.08	0.04	0.69	0.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	852	852	0.07	< 0.005	—	854
Water	—	—	—	—	—	—	—	—	—	—	—	216	4.75	221	22.2	0.53	—	932
Waste	—	—	—	—	—	—	—	—	—	—	—	247	0.00	247	24.7	0.00	—	864
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	87.4	87.4
Stationary	0.01	0.01	0.01	0.10	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	20.1	20.1	< 0.005	< 0.005	0.00	20.2
User-Defined	0.20	0.17	1.03	0.16	< 0.005	0.03	—	0.03	0.02	—	0.02	—	235	235	—	—	—	235
Total	26.2	24.7	16.7	128	0.32	0.32	29.2	29.5	0.30	7.40	7.70	463	33,671	34,134	48.3	2.17	138	36,126
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.22	1.98	2.72	21.3	0.06	0.04	5.33	5.37	0.04	1.35	1.39	—	5,383	5,383	0.22	0.27	8.39	5,478
Area	2.51	2.49	0.02	1.91	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.12	7.12	< 0.005	< 0.005	—	7.15
Energy	0.01	0.01	0.13	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	141	141	0.01	< 0.005	—	141
Water	—	—	—	—	—	—	—	—	—	—	—	35.8	0.79	36.6	3.67	0.09	—	154
Waste	—	—	—	—	—	—	—	—	—	—	—	40.9	0.00	40.9	4.09	0.00	—	143
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14.5	14.5
Stationary	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	3.33	3.33	< 0.005	< 0.005	0.00	3.34

User-Defined	0.04	0.03	0.19	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	38.9	38.9	—	—	—	38.9
Total	4.78	4.51	3.05	23.4	0.06	0.06	5.33	5.39	0.05	1.35	1.41	76.7	5,575	5,651	7.99	0.36	22.9	5,981

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.68	1.40	12.8	14.1	0.02	0.47	—	0.47	0.44	—	0.44	—	2,193	2,193	0.09	0.02	—	2,200
Demolition	—	—	—	—	—	—	16.6	16.6	—	2.51	2.51	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.68	1.40	12.8	14.1	0.02	0.47	—	0.47	0.44	—	0.44	—	2,193	2,193	0.09	0.02	—	2,200
Demolition	—	—	—	—	—	—	16.6	16.6	—	2.51	2.51	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Off-Road Equipment	0.14	0.12	1.05	1.16	< 0.005	0.04	—	0.04	0.04	—	0.04	—	180	180	0.01	< 0.005	—	181
Demolition	—	—	—	—	—	—	1.36	1.36	—	0.21	0.21	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.19	0.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	29.8	29.8	< 0.005	< 0.005	—	29.9
Demolition	—	—	—	—	—	—	0.25	0.25	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.05	0.82	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	171	171	< 0.005	0.01	0.68	174
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	2.24	0.45	26.4	12.9	0.14	0.39	5.47	5.86	0.26	1.50	1.76	—	21,115	21,115	1.77	3.33	45.9	22,196
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.06	0.70	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	159	159	< 0.005	0.01	0.02	161
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	2.22	0.43	27.8	13.0	0.14	0.39	5.47	5.86	0.26	1.50	1.76	—	21,123	21,123	1.77	3.33	1.19	22,162
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.2	13.2	< 0.005	< 0.005	0.02	13.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.18	0.04	2.24	1.06	0.01	0.03	0.44	0.47	0.02	0.12	0.14	—	1,736	1,736	0.15	0.27	1.63	1,822

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Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.18	2.18	< 0.005	< 0.005	< 0.005	2.22
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	0.01	0.41	0.19	< 0.005	0.01	0.08	0.09	< 0.005	0.02	0.03	—	287	287	0.02	0.05	0.27	302

3.3. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.93	2.46	23.0	21.7	0.03	1.04	—	1.04	0.96	—	0.96	—	3,785	3,785	0.15	0.03	—	3,798
Dust From Material Movement	—	—	—	—	—	—	5.29	5.29	—	2.63	2.63	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.19	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.1	31.1	< 0.005	< 0.005	—	31.2
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—

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Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.15	5.15	< 0.005	< 0.005	—	5.17
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.06	0.70	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	159	159	< 0.005	0.01	0.02	161
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.32	1.32	< 0.005	< 0.005	< 0.005	1.34
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.22	0.22	< 0.005	< 0.005	< 0.005	0.22
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.28	1.91	17.1	20.6	0.03	0.78	—	0.78	0.72	—	0.72	—	3,223	3,223	0.13	0.03	—	3,234
Dust From Material Movement	—	—	—	—	—	—	1.69	1.69	—	0.67	0.67	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.84	1.02	< 0.005	0.04	—	0.04	0.04	—	0.04	—	159	159	0.01	< 0.005	—	159
Dust From Material Movement	—	—	—	—	—	—	0.08	0.08	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.02	0.02	0.15	0.19	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.3	26.3	< 0.005	< 0.005	—	26.4
Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.08	0.96	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	218	218	0.01	0.01	0.02	221
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.20	0.04	2.56	1.20	0.01	0.04	0.50	0.54	0.02	0.14	0.16	—	1,950	1,950	0.16	0.31	0.11	2,046
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.9	10.9	< 0.005	< 0.005	0.02	11.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.12	0.06	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	96.2	96.2	0.01	0.02	0.09	101
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.80	1.80	< 0.005	< 0.005	< 0.005	1.83
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.9	15.9	< 0.005	< 0.005	0.01	16.7

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.96	0.80	6.65	7.08	0.01	0.26	—	0.26	0.24	—	0.24	—	1,163	1,163	0.05	0.01	—	1,167
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.08	0.66	0.71	< 0.005	0.03	—	0.03	0.02	—	0.02	—	116	116	< 0.005	< 0.005	—	117
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.12	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	19.2	19.2	< 0.005	< 0.005	—	19.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.67	0.66	0.63	7.17	0.00	0.00	1.69	1.69	0.00	0.40	0.40	—	1,626	1,626	0.04	0.07	0.18	1,648
Vendor	0.20	0.08	2.91	1.36	0.01	0.03	0.56	0.59	0.03	0.16	0.19	—	2,157	2,157	0.12	0.31	0.15	2,253
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.06	0.71	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	164	164	< 0.005	0.01	0.30	166
Vendor	0.02	0.01	0.29	0.14	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	215	215	0.01	0.03	0.25	225
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	27.2	27.2	< 0.005	< 0.005	0.05	27.5
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	35.6	35.6	< 0.005	0.01	0.04	37.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.92	0.77	6.42	7.05	0.01	0.24	—	0.24	0.22	—	0.22	—	1,163	1,163	0.05	0.01	—	1,167
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm ent	0.92	0.77	6.42	7.05	0.01	0.24	—	0.24	0.22	—	0.22	—	1,163	1,163	0.05	0.01	—	1,167
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.54	0.45	3.76	4.12	0.01	0.14	—	0.14	0.13	—	0.13	—	681	681	0.03	0.01	—	683
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.10	0.08	0.69	0.75	< 0.005	0.03	—	0.03	0.02	—	0.02	—	113	113	< 0.005	< 0.005	—	113
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.66	0.65	0.43	7.81	0.00	0.00	1.69	1.69	0.00	0.40	0.40	—	1,722	1,722	0.03	0.07	6.28	1,749
Vendor	0.20	0.06	2.63	1.29	0.01	0.03	0.56	0.59	0.03	0.16	0.19	—	2,119	2,119	0.12	0.31	5.16	2,219
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.64	0.57	0.57	6.66	0.00	0.00	1.69	1.69	0.00	0.40	0.40	—	1,595	1,595	0.04	0.07	0.16	1,617
Vendor	0.20	0.06	2.78	1.31	0.01	0.03	0.56	0.59	0.03	0.16	0.19	—	2,120	2,120	0.12	0.31	0.13	2,215
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.37	0.33	0.29	3.85	0.00	0.00	0.97	0.97	0.00	0.23	0.23	—	944	944	0.02	0.04	1.59	957
Vendor	0.12	0.04	1.59	0.76	0.01	0.02	0.32	0.34	0.02	0.09	0.11	—	1,240	1,240	0.07	0.18	1.30	1,297
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.70	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	156	156	< 0.005	0.01	0.26	158
Vendor	0.02	0.01	0.29	0.14	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	205	205	0.01	0.03	0.22	215
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.40	0.33	3.13	4.37	0.01	0.14	—	0.14	0.13	—	0.13	—	665	665	0.03	0.01	—	667
Paving	3.19	3.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	18.2	18.2	< 0.005	< 0.005	—	18.3

Paving	0.09	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.01	3.01	< 0.005	< 0.005	—	3.03
Paving	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.24	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	58.4	58.4	< 0.005	< 0.005	0.01	59.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.48	0.10	6.19	2.91	0.03	0.06	1.26	1.32	0.06	0.35	0.41	—	4,775	4,775	0.38	0.77	0.26	5,013
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.62	1.62	< 0.005	< 0.005	< 0.005	1.64
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.17	0.08	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	131	131	0.01	0.02	0.12	137
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	< 0.005	0.27
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	21.7	21.7	< 0.005	< 0.005	0.02	22.8

3.13. Architectural Coating (2026) - Unmitigated

Appendix A

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72	0.60	5.59	6.85	0.01	0.11	—	0.11	0.10	—	0.10	—	977	977	0.04	0.01	—	980
Architectural Coatings	349	349	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.23	0.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	40.1	40.1	< 0.005	< 0.005	—	40.3
Architectural Coatings	14.3	14.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.65	6.65	< 0.005	< 0.005	—	6.67

Architect ural	2.62	2.62	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.11	0.11	1.33	0.00	0.00	0.34	0.34	0.00	0.08	0.08	—	319	319	0.01	0.01	0.03	323
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.3	13.3	< 0.005	< 0.005	0.02	13.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.19	2.19	< 0.005	< 0.005	< 0.005	2.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrig erated Wareho use-Rail	0.41	0.07	5.08	2.38	0.04	0.07	1.20	1.27	0.07	0.32	0.39	—	4,507	4,507	0.34	0.72	9.54	4,739
Refriger ated Wareho use-Rail	0.05	0.01	0.56	0.26	< 0.005	0.01	0.13	0.14	0.01	0.04	0.04	—	499	499	0.04	0.08	1.06	524
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	12.3	11.4	7.81	134	0.29	0.15	28.5	28.6	0.13	7.19	7.32	—	29,357	29,357	0.89	0.76	107	29,713
Total	12.8	11.5	13.5	136	0.34	0.23	29.8	30.0	0.21	7.55	7.76	—	34,362	34,362	1.27	1.56	117	34,977
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrig erated Wareho use-Rail	0.41	0.06	5.36	2.39	0.04	0.07	1.20	1.27	0.07	0.32	0.39	—	4,508	4,508	0.34	0.72	0.25	4,731
Refriger ated Wareho use-Rail	0.05	0.01	0.59	0.26	< 0.005	0.01	0.13	0.14	0.01	0.04	0.04	—	499	499	0.04	0.08	0.03	524
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	11.8	10.9	9.91	116	0.27	0.15	28.5	28.6	0.13	7.19	7.32	—	27,215	27,215	1.04	0.90	2.77	27,511
Total	12.3	11.0	15.9	119	0.31	0.23	29.8	30.0	0.21	7.55	7.76	—	32,221	32,221	1.41	1.70	3.04	32,766
Annual	—	Appendix A	—	—	—	—	—	—	—	—	—	—	—	—	—	—	23	—

Unrefrig Warehouse-Rail	0.08	0.01	0.96	0.44	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	746	746	0.06	0.12	0.68	784
Refrigerated Warehouse-Rail	0.01	< 0.005	0.11	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	82.6	82.6	0.01	0.01	0.08	86.7
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	2.13	1.97	1.65	20.8	0.05	0.03	5.09	5.12	0.02	1.29	1.31	—	4,555	4,555	0.16	0.14	7.63	4,608
Total	2.22	1.98	2.72	21.3	0.06	0.04	5.33	5.37	0.04	1.35	1.39	—	5,383	5,383	0.22	0.27	8.39	5,478

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	31.1	31.1	0.00	0.00	—	31.1
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	0.49	0.49	0.00	0.00	—	0.49
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	2.98	2.98	0.00	0.00	—	2.98
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	—	34.6	34.6	0.00	0.00	—	34.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrig erated Wareho use-Rail	—	—	—	—	—	—	—	—	—	—	—	—	31.1	31.1	0.00	0.00	—	31.1
Refriger ated Wareho use-Rail	—	—	—	—	—	—	—	—	—	—	—	—	0.49	0.49	0.00	0.00	—	0.49
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	2.98	2.98	0.00	0.00	—	2.98
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	34.6	34.6	0.00	0.00	—	34.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrig erated Wareho use-Rail	—	—	—	—	—	—	—	—	—	—	—	—	5.15	5.15	0.00	0.00	—	5.15
Refriger ated Wareho use-Rail	—	—	—	—	—	—	—	—	—	—	—	—	0.08	0.08	0.00	0.00	—	0.08
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.49	0.49	0.00	0.00	—	0.49
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	5.72	5.72	0.00	0.00	—	5.72

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrig erated Wareho use-Rail	0.08	0.04	0.68	0.57	< 0.005	0.05	—	0.05	0.05	—	0.05	—	815	815	0.07	< 0.005	—	818
Refriger ated Wareho use-Rail	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.14	2.14	< 0.005	< 0.005	—	2.14
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.08	0.04	0.69	0.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	818	818	0.07	< 0.005	—	820
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrig erated Wareho use-Rail	0.08	0.04	0.68	0.57	< 0.005	0.05	—	0.05	0.05	—	0.05	—	815	815	0.07	< 0.005	—	818
Refriger ated Wareho use-Rail	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.14	2.14	< 0.005	< 0.005	—	2.14
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.08	0.04	0.69	0.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	818	818	0.07	< 0.005	—	820
Annual	—	Appendix A	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—26	—

Unrefrig Warehouse-Rail	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	135	135	0.01	< 0.005	—	135
Refrigerated Warehouse-Rail	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.35	0.35	< 0.005	< 0.005	—	0.35
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.01	0.13	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	135	135	0.01	< 0.005	—	136

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	10.5	10.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.43	1.43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	3.77	3.48	0.18	21.2	< 0.005	0.04	—	0.04	0.03	—	0.03	—	87.2	87.2	< 0.005	< 0.005	—	87.5
Total	15.7	15.4	0.18	21.2	< 0.005	0.04	—	0.04	0.03	—	0.03	—	87.2	87.2	< 0.005	< 0.005	—	87.5

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	10.5	10.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.43	1.43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	11.9	11.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.91	1.91	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.26	0.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.34	0.31	0.02	1.91	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.12	7.12	< 0.005	< 0.005	—	7.15
Total	2.51	2.49	0.02	1.91	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.12	7.12	< 0.005	< 0.005	—	7.15

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Appendix A																		

Unrefrig Warehouse	—	—	—	—	—	—	—	—	—	—	—	215	4.72	219	22.0	0.52	—	925
use-Rail	—	—	—	—	—	—	—	—	—	—	—	1.45	0.03	1.48	0.15	< 0.005	—	6.27
Refrigerated Warehouse	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
use-Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	216	4.75	221	22.2	0.53	—	932
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse	—	—	—	—	—	—	—	—	—	—	—	215	4.72	219	22.0	0.52	—	925
use-Rail	—	—	—	—	—	—	—	—	—	—	—	1.45	0.03	1.48	0.15	< 0.005	—	6.27
Refrigerated Warehouse	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
use-Rail	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	216	4.75	221	22.2	0.53	—	932
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse	—	—	—	—	—	—	—	—	—	—	—	35.5	0.78	36.3	3.64	0.09	—	153
use-Rail	—	—	—	—	—	—	—	—	—	—	—							

Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	0.24	0.01	0.25	0.02	< 0.005	—	1.04
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	35.8	0.79	36.6	3.67	0.09	—	154

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	245	0.00	245	24.5	0.00	—	858
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	1.66	0.00	1.66	0.17	0.00	—	5.81
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	247	0.00	247	24.7	0.00	—	864

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	245	0.00	245	24.5	0.00	—	858
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	1.66	0.00	1.66	0.17	0.00	—	5.81
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	247	0.00	247	24.7	0.00	—	864
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	40.6	0.00	40.6	4.06	0.00	—	142
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	0.28	0.00	0.28	0.03	0.00	—	0.96
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	40.9	0.00	40.9	4.09	0.00	—	143

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	87.4	87.4
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	87.4	87.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	87.4	87.4
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	87.4	87.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14.5	14.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14.5	14.5

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipm ent Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fire Pump	0.08	0.17	0.16	1.46	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	294	294	0.01	< 0.005	0.00	295
Total	0.08	0.17	0.16	1.46	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	294	294	0.01	< 0.005	0.00	295
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fire Pump	0.08	0.17	0.16	1.46	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	294	294	0.01	< 0.005	0.00	295
Total	0.08	0.17	0.16	1.46	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	294	294	0.01	< 0.005	0.00	295
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fire Pump	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	3.33	3.33	< 0.005	< 0.005	0.00	3.34

Total	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	3.33	3.33	< 0.005	< 0.005	0.00	3.34
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4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipm ent Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3 TRUs (per Trip gen for cold storage)	0.20	0.17	1.03	0.16	< 0.005	0.03	—	0.03	1.02	—	1.02	—	235	235	—	—	—	235
Total	0.20	0.17	1.03	0.16	< 0.005	0.03	—	0.03	1.02	—	1.02	—	235	235	—	—	—	235
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3 TRUs (per Trip gen for cold storage)	0.20	0.17	1.03	0.16	< 0.005	0.03	—	0.03	1.02	—	1.02	—	235	235	—	—	—	235
Total	0.20	0.17	1.03	0.16	< 0.005	0.03	—	0.03	1.02	—	1.02	—	235	235	—	—	—	235
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3 TRUs (per Trip gen for cold storage)	0.04	0.03	0.19	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	38.9	38.9	—	—	—	38.9
Total	0.04	0.03	0.19	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	38.9	38.9	—	—	—	38.9

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	9/1/2025	10/10/2025	5.00	30.0	—
Site Preparation	Site Preparation	10/13/2025	10/15/2025	5.00	3.00	—
Grading	Grading	10/16/2025	11/10/2025	5.00	18.0	—
Building Construction	Building Construction	11/11/2025	10/26/2026	5.00	250	—
Paving	Paving	10/27/2026	11/9/2026	5.00	10.0	—
Architectural Coating	Architectural Coating	11/10/2026	11/30/2026	5.00	15.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	4.00	5.30	33.0	0.73
Demolition	Excavators	Diesel	Average	1.00	7.04	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	5.28	367	0.40
Demolition	Tractors/Loaders/Back hoes	Diesel	Average	2.00	7.04	84.0	0.37
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	5.28	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	2.00	5.83	84.0	0.37
Site Preparation	Graders	Diesel	Average	3.00	2.97	148	0.41
Grading	Excavators	Diesel	Average	2.00	5.28	36.0	0.38
Grading	Graders	Diesel	Average	3.00	6.27	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	3.74	367	0.40

Grading	Tractors/Loaders/Back hoes	Diesel	Average	3.00	7.59	84.0	0.37
Grading	Concrete/Industrial Saws	Diesel	Average	2.00	3.74	33.0	0.73
Building Construction	Cranes	Diesel	Average	1.00	1.32	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.05	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	4.00	6.05	14.0	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	1.00	4.29	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	3.85	46.0	0.45
Paving	Pavers	Diesel	Average	1.00	7.04	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	7.04	89.0	0.36
Paving	Rollers	Diesel	Average	1.00	7.04	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	3.00	8.00	37.0	0.48
Architectural Coating	Aerial Lifts	Diesel	Average	3.00	8.00	46.0	0.31

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	20.0	11.7	LDA,LDT1,LDT2
Demolition	Vendor	—	8.40	HHDT,MHDT
Demolition	Hauling	295	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	20.0	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT

Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	27.5	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	27.2	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	205	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	79.9	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	7.50	11.7	LDA,LDT1,LDT2
Paving	Vendor	—	8.40	HHDT,MHDT
Paving	Hauling	68.0	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	41.0	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	731,346	243,782	31,808

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	35,373	—
Site Preparation	0.00	0.00	4.64	0.00	—
Grading	3,913	0.00	25.4	0.00	—
Paving	0.00	0.00	0.00	0.00	12.2

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-Rail	0.00	0%
Refrigerated Warehouse-Rail	0.00	0%
Parking Lot	12.2	100%
User Defined Industrial	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	2.34	0.00	0.00
2026	0.00	2.34	0.00	0.00

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-Rail	27.1	27.1	27.1	9,899	1,302	1,302	1,302	475,141
Refrigerated Warehouse-Rail	3.00	3.00	3.00	1,095	144	144	144	52,581
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	3,779	3,779	3,779	1,379,197	40,713	40,713	40,713	14,860,362

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	731,346	243,782	31,808

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00

Summer Days	day/yr	180
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5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-Rail	4,851,467	2.34	0.0000	0.0000	2,544,560
Refrigerated Warehouse-Rail	76,271	2.34	0.0000	0.0000	6,668
Parking Lot	464,390	2.34	0.0000	0.0000	0.00
User Defined Industrial	0.00	2.34	0.0000	0.0000	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-Rail	111,990,675	2,315,641
Refrigerated Warehouse-Rail	758,500	0.00
Parking Lot	0.00	0.00
User Defined Industrial	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-Rail	455	—
Refrigerated Warehouse-Rail	3.08	—

Parking Lot	0.00	—
User Defined Industrial	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Refrigerated Warehouse-Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
Fire Pump	Diesel	1.00	2.00	50.0	175	0.73

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
3 TRUs (per Trip gen for cold storage)	Diesel

8. User Changes to Default Data

Screen	Justification
Characteristics: Utility Information	In Milpitas, California, the electricity provider is Silicon Valley Clean Energy (SVCE), while PG&E handles the delivery and billing.
Land Use	Land uses are based on project specific site plan.
Construction: Construction Phases	Schedule is based on applicant provided information
Construction: Off-Road Equipment	Adjusted per applicant provided info
Construction: Trips and VMT	Added 68 daily haul trips to the paving phase to account for pavement material
Operations: Vehicle Data	Truck trip length calculated based on origins from traffic study. Truck and passenger car trip gen from traffic study.
Operations: Fleet Mix	Truck fleet mix - assigned 100% to HHDT to be conservative. Passenger vehicle fleet mix - assumes 50% of passenger trips to be LDT1 (light duty trucks) to account for 3PL delivery, the proportion of LDA, LDT2, and MDV is based on county average.
Operations: Generators + Pumps EF	Updated Emission factors to Tier 4 to comply with BAAQMD BACT for emergency diesel engines.

**1000 Gibraltar Warehouse
Demolition Debris Calculations**

Description	Area ¹ (square feet)	height/depth (ft)	Volume (ft ³)	Demolition Waste Fraction	Demolition Volume ¹ (ft ³)	Demolition Waste Density (tons/cy)	Demolition Weight (tons)
Buildings	284,762	10	2,847,620	0.25	711,905	0.50	13,183
Pavement	591,723	0.5	295,862	1	295,862	2.025	22,190
Totals							35,373

Notes:

Building demolition estimates are based on methods used in CalEEMod (CAPCOA, 2022), based on 1 story building , assume 10 ft per floor where 1 square ft floor area = 10 cubic ft (ft³) of building volume, and 1 ft³ of building volume = 0.25 ft³ of waste. This approach can be used to estimate demolition for multiple story buildings. It also assumes 1 cubic yard (cy) building waste = 0.5 ton weight

1 cubic yard of asphalt = 2.025 tons or 4050 lbs.

¹ Source:

1. Assumptions: Building demolition estimates are based on methods used in CalEEMod (CAPCOA, 2022), based on 1 story building , assume 10 ft per floor where 1 square ft floor area = 10 cubic ft (ft³) of building volume, and 1 ft³ of building volume = 0.25 ft³ of waste. This approach can be used to estimate demolition for multiple story buildings. It also assumes 1 cubic yard (cy) building waste = 0.5 ton weight

2. Assumptions: 1 cubic yard of asphalt = 2.025 tons or 4050 lbs.

3. Source: ICF in collaboration with Sacramento Metropolitan Air Quality Management District, Fehr & Peers, STI and Ramboll. 2022. CalEEMod Appendix C Emission Calculation Details for

1000 Gibraltar Warehouse
TRU emission inventory

Model Output: Off-Road Web Query (v1.1.1) Emissions Inventory
Region Type: County
Region: Santa Clara
Calendar Year: 2026
Scenario: All Adopted Rules - Exhaust
Vehicle Classification: Off-Road Web Query Equipment Types
Units: tons/day for Emissions, gallons/year for Fuel, hours/year for Activity, Horsepower-hours/year for Horsepower-hours

Region	Calendar Year	Vehicle Category	Model Year	Horsepower	Fuel	HC_tpd	ROG_tpd	TOG_tpd	CO_tpd	NOx_tpd	CO2_tpd	PM10_tpd	PM2.5_tpd	SOx_tpd	NH3_tpd	Fuel Consumed	Total_Activity_hpy	Total_Pop
Santa Clara	2026	Transport Refrigeration Unit - Instate Trailer	Aggregate	Aggregate	Diesel	0.02616222	0.031666	0.037685	0.029067	0.192847	43.91327	0.004862	0.0044727	0.000416	9.84587E-07	1428356.9 0.7109137 gal/hr	2009184.64	1120.34

per unit	HC	ROG	TOG	CO	NOx	CO2	PM10	PM2.5	SOx	NH3
tpd per unit	2.3352E-05	2.83E-05	3.36E-05	2.59E-05	0.000172	0.039196	4.34E-06	3.992E-06	3.72E-07	8.78829E-10
ppd per unit	0.04670407	0.056529	0.067273	0.05189	0.344265	78.39276	0.008679	0.0079846	0.000743	1.75766E-06
ton per year	0.00852349	0.010316	0.012277	0.00947	0.062828	14.30668	0.001584	0.0014572	0.000136	3.20773E-07

1000 Gibraltar Warehouse

AERMOD DPM Sources

Source Release Parameters (m)											
Source ID	Modeled Source	Location Description	Source Type	Size		Release Height	Initial Lateral Dimension	Initial Vertical Dimension	Emissions ⁴ (lb/hr)	AERMOD Source Emission Rate	
SITE1_UM	Site - Off-Road Equipment Diesel Exhaust ¹	Project Site - Construction Area	Area	117035.6	m2	5	—	1.4	0.0363	3.911E-08	g/m2-sec
ROAD1_DPM	Haul Road - On-Road Diesel Exhaust ^{2,3}	Truck Route - South Milpitas Boulevard	Line-Volume	1117.6	meters	3.40	12.56	3.16	4.07E-04	5.1E-05	g/s

1 Construction exhaust modeled as an area source. Release parameters for construction equipment DPM exhaust modeling from SCAQMD (2008) for gaseous exhaust from construction equipment.

2 Emissions for On-Road Mobile Sources (Vendor and Haul Diesel Exhaust) modeled only for roadways within 1,000 feet of the site within the modeling domain.

3 Parameters calculated as per US EPA Haul Road Workgroup Final Report released on March 2, 2012 which suggests the use of Adjacent Volume Sources to represent the haul road.

4 Emissions from CalEEModeling for Construction modeled during construction hours as included in Attachment A. See Note 2 above regarding roadway emission portion modeled.

Variable Emission Factors: ALL Sources

Monday - Friday

1-60000

7-12001

13-18001

19-24000

Saturday

1-60000

7-12000

13-18000

19-24000

Sunday

1-60000

7-12000

13-18000

19-24000

1000 Gibraltar Warehouse DPM Emissions

Net Work Days 326
Net Construction Years 1.25
Total Working Hours 2,608

Construction Year	Construction Activity	On-site DPM (lbs)	Off-Site DPM (lbs)	Off-Site DPM(lbs)		
				Worker	Vendor	Haul
2025	Demolition	14.21	11.70	0	0	11.70
2025	Site Preparation	3.12	0.00	0	0	0
2025	Grading	14.07	0.65	0	0	0.65
2025	Building Construction	9.60	1.08	0	1.08	0
2026	Building Construction	50.71	6.32	0	6.32	0
2026	Paving	1.41	0.60	0	0	0.60
2026	Architectural Coating	1.62	0.00	0	0	0
Total PM Exhaust (On-site)		94.74	20.35	-	7.40	12.95

Note: PM10E = PM10 Exhaust which is a surrogate for Diesel Exhaust, particulate matter

	Worker	Vendor	Haul
CalEEMod Distance (miles)	11.7	8.4	20
Roadways Included within 1,000 ft	0.69	0.69	0.69
Roadway Emissions included	6%	8%	3%

	On-site Construction DPM	Off-site Roadway DPM	Off-Site Diesel PM (lbs) within 1,000 ft Roadways		
			Worker	Vendor	Haul
Modeled Emissions (lbs)	94.74	1.061	-	0.61	0.45

Source	acres/miles	% of Source		lbs	lb/hr
		Type			
Site Emissions	28.92	100%		94.74	0.036
Roadway Emissions	0.69	100%		1.061	4.07E-04

1000 Gibraltar Warehouse
AERMOD PM2.5 Sources

Source Release Parameters (m)											
Source ID	Modeled Source	Location Description	Source Type	Size		Release Height	Initial Lateral Dimension	Initial Vertical Dimension	Emissions ⁴ (lb/hr)	AERMOD Source Emission Rate	
SITE1_UM	Site - Off-Road Equipment PM2.5 ¹	Project Site - Construction Area	Area	117035.6	m2	5	—	1.4	0.082	0.00E+00	g/m2-sec
ROAD1_PM25	Haul Road - On-Road PM2.5 ^{2,3}	Truck Route - South Milpitas Boulevard	Line-Volume	1117.6	meters	3.40	12.56	3.16	0.0049	0.00E+00	g/s

1 Construction exhaust modeled as an area source. Release parameters for construction equipment DPM exhaust modeling from SCAQMD (2008) for gaseous exhaust from construction equipment.

2 Emissions for On-Road Mobile Sources (Vendor and Haul Diesel Exhaust) modeled only for roadways within 1,000 feet of the site within the modeling domain.

3 Parameters calculated as per US EPA Haul Road Workgroup Final Report released on March 2, 2012 which suggests the use of Adjacent Volume Sources to represent the haul road.

4 Emissions from CalEEModeling for Construction modeled during construction hours as included in Attachment A. See Note 2 above regarding roadway emission portion modeled.

5 Construction exhaust modeled as an area source. Modeled as per BAAQMD 2022 CEQA Guidelines which permits PM2.5 Dust to be modeled along with PM2.5Exhaust.

Variable Emission Factors: ALL Sources						
Monday - Friday						
1-6	0	0	0	0	0	0
7-12	0	0	1	1	1	1
13-18	0	1	1	1	1	0
19-24	0	0	0	0	0	0
Saturday						
1-6	0	0	0	0	0	0
7-12	0	0	0	0	0	0
13-18	0	0	0	0	0	0
19-24	0	0	0	0	0	0
Sunday						
1-6	0	0	0	0	0	0
7-12	0	0	0	0	0	0
13-18	0	0	0	0	0	0
19-24	0	0	0	0	0	0

1000 Gibraltar Warehouse

PM2.5 Emissions

Net Work Days	260
Net Construction Years	1.00
Total Working Hours	2,080

Construction Year*	Construction Activity	% Included in Max Year	On-site PM2.5T (lbs)	Off-Site PM2.5T (lbs)	Off-Site PM2.5T (lbs)		
					Worker	Vendor	Haul
2025	Demolition	100%	88.30	53.21	1.14	-	52.07
2025	Site Preparation	100%	10.75	0.11	0.11	-	0.00
2025	Grading	100%	24.95	3.82	0.94	-	2.88
2025	Building Construction	100%	8.83	20.81	14.15	6.66	0.00
2026	Building Construction	81.7%	46.66	121.98	82.94	39.04	-
Total PM2.5			179.48	199.93	99.28	45.70	54.95
Max Year PM2.5			170.94	177.60	84.09	38.55	54.95

Note: PM2.5T = PM2.5 Total including PM2.5 Exhaust (on and off-road), Fugitive Dust from Demolition, Site Preparation and Grading, as well as brake wear, tire wear and re-entrained road dust.

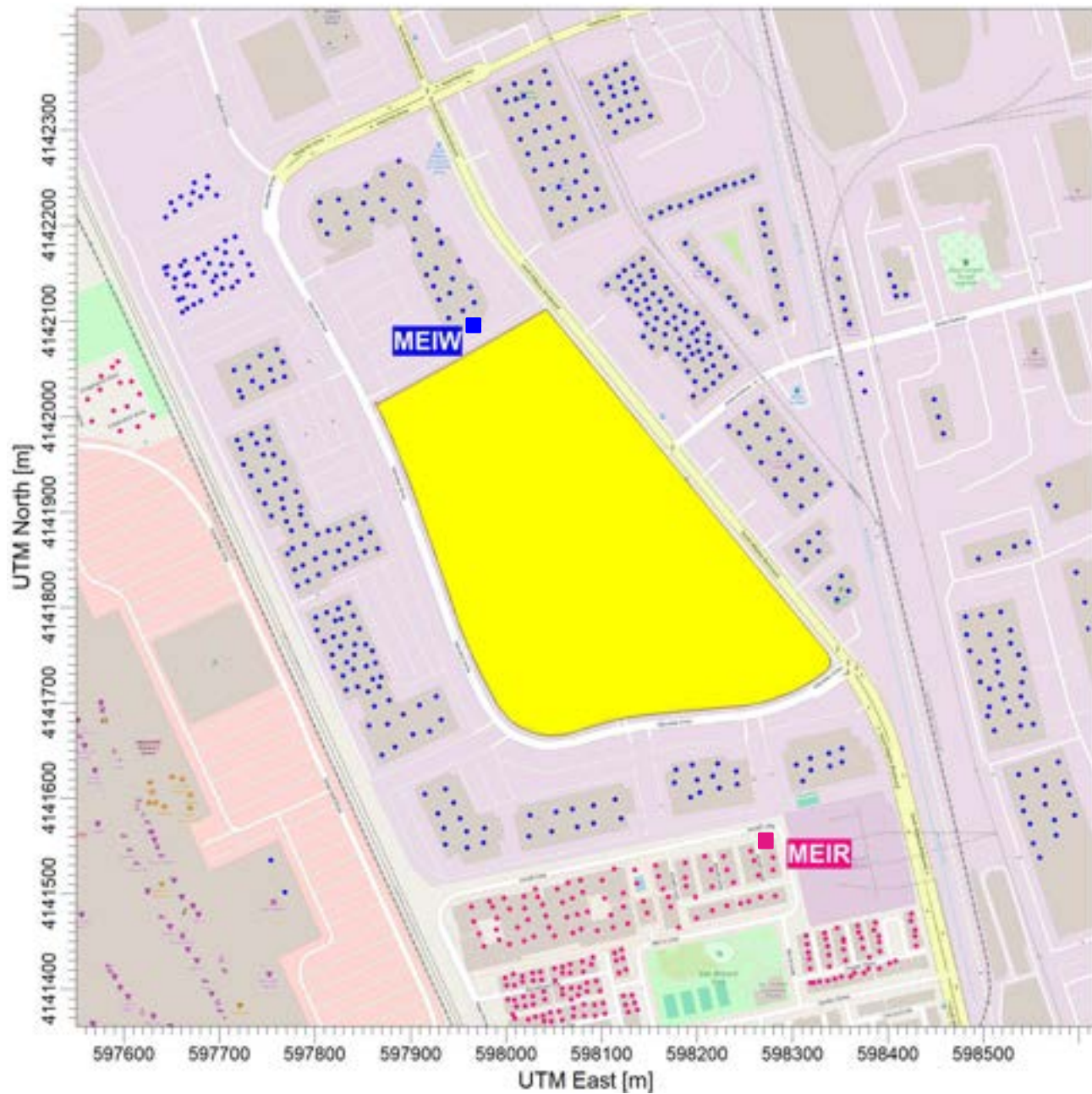
*PM2.5 Emissions are modeled for the maximum annual emissions which is 9/1/2025 to 9/1/2026.

	Worker	Vendor	Haul
CalEEMod Distance (miles)	11.7	8.4	20
Roadways Included within 1,000 ft	0.69	0.69	0.69
Roadway Emissions included	6%	8%	3%

	On-site Construction PM2.5T	Off-site Roadway PM2.5T	Off-Site PM2.5 (lbs) within 1,000 ft Roadways		
			Haul	Vendor	Worker
Modeled Emissions (lbs)	170.94	10.089	4.99	3.19	1.91

Source	acres/miles	% of Source		lb/hr
		Type	lbs	
Site Emissions	28.92	100%	170.94	0.082
Roadway 1 Emissions	0.69	100%	10.089	4.85E-03

PROJECT TITLE:
1000 Gibraltar Warehouse
DPM Construction HRA



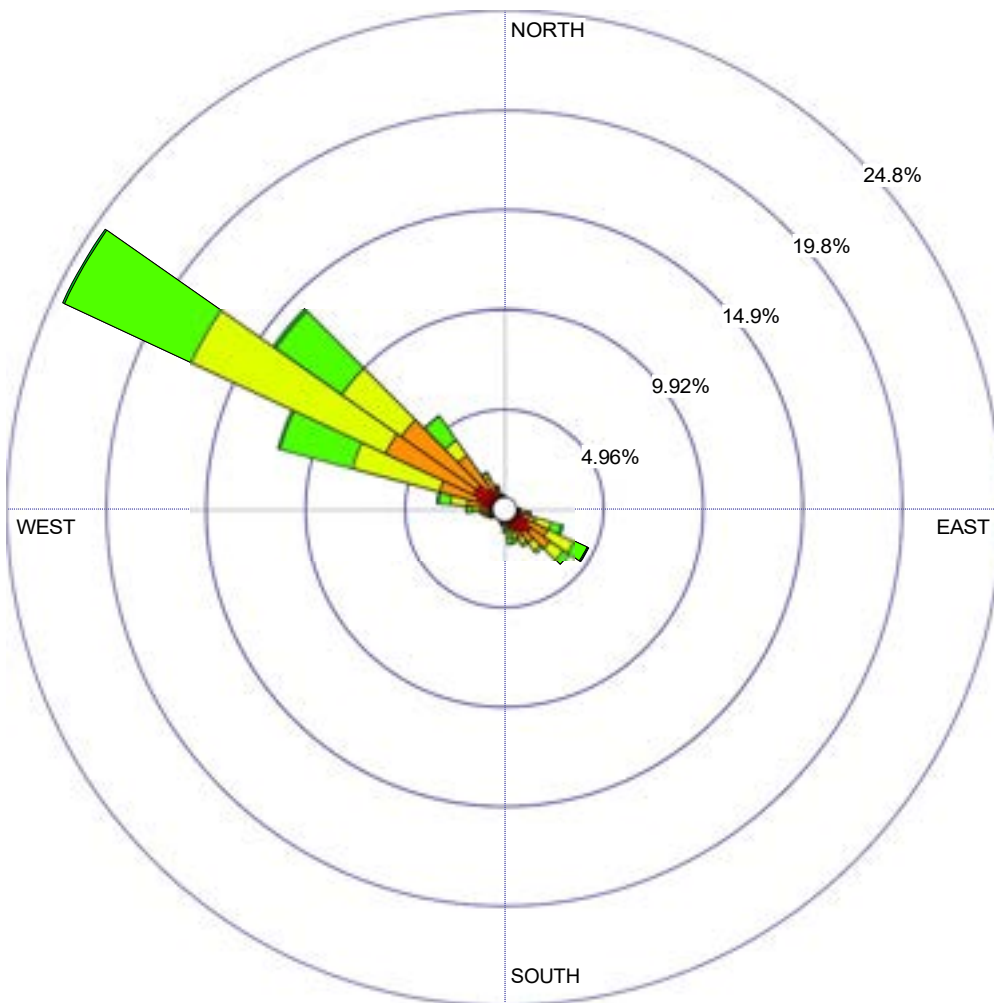
Project Legend:	Receptor Legend:	SCALE: 1:6,707 0 ————— 0.2 km	
Site	- Residential Receptor - Non-Residential Receptor - Maximally Exposed Individual Resident (MEIR) - Maximally Exposed Individual Worker (MEIW)		

WIND ROSE PLOT:

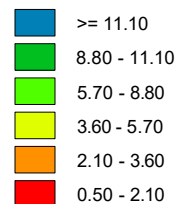
San Jose International Airport - KSJC
Wind Direction during Construction Hours

DISPLAY:

Wind Speed
Direction (blowing from)



WIND SPEED
(m/s)



Calms: 0.90%

COMMENTS:

Wind Rose is generated just for the hours with emissions when construction would occur or from 8 AM – 5 PM. This corresponds to the modeling hours in AERMOD.

DATA PERIOD:

Start Date: 1/1/2013 - 08:00
End Date: 12/31/2017 - 17:00

CALM WINDS:

0.90%

AVG. WIND SPEED:

3.77 m/s

How to Read a Wind Rose Diagram

The wind rose above shows the general wind direction and speed for the meteorological data set used in the AERMOD modeling for the project.'

The circular format of the wind rose shows the direction the winds blew from and the length of each "spoke" around the circle shows how often the wind blew from that direction.

Dispersion Options

Titles 1000 Gibraltar Warehouse DPM Construction HRA	
Dispersion Options ☐ Regulatory Default ☒ Non-Default Options ☒ Flat & Elevated Terrain ☐ No Stack-Tip Downwash (NOSTD) ☐ Run in Screening Mode ☐ Conversion of NOx to NO2 (OLM or PVMRM) ☐ No Checks for Non-Sequential Met Data ☐ Fast All Sources (FASTALL) ☐ Fast Area Sources (FASTAREA) ☐ Optimized Area Source Plume Depletion ☐ Gas Deposition BETA Options: ☐ Capped and Horizontal Stack Releases ☐ Adjusted Friction Velocity (u^*) in AERMET (ADJ_U*) ☐ Low Wind Options ☐ SCIM (Sampled Chronological Input Model) ☐ Ignore Urban Night / Daytime Transition (NOURBTRAN)	Dispersion Coefficient Urban Population: Name (Optional): Roughness Length:
Output Type ☒ Concentration ☐ Total Deposition (Dry & Wet) ☐ Dry Deposition ☐ Wet Deposition	
Plume Depletion ☐ Dry Removal ☐ Wet Removal	
Output Warnings ☐ No Output Warnings ☐ Non-fatal Warnings for Non-sequential Met Data	

Pollutant / Averaging Time / Terrain Options

Pollutant Type PM10 Averaging Time Options Hours ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 6 ☐ 8 ☐ 12 ☐ 24 ☐ Month ☒ Period ☐ Annual	Exponential Decay ☐ Yes ☒ No Terrain Height Options ☐ Flat ☒ Elevated SO: Meters RE: Meters TG: Meters
Flagpole Receptors ☐ Yes ☒ No Default Height = 0.00 m	

Optional Files



Re-Start File



Init File



Multi-Year Analyses



Event Input File



Error Listing File

Detailed Error Listing File

Filename: ConHRA2.err

Source Pathway - Source Inputs

AERMOD

Polygon Area Sources

Source Type: AREA POLY

Source: SITE_DPM (SITE_DPM)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m ²)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
11.13	5.00	3.91E-8	1.40	42	597864.00	4142013.26
		3.91E-8			598042.15	4142112.63
		3.91E-8			598337.90	4141750.44
		3.91E-8			598339.07	4141742.80
		3.91E-8			598336.13	4141733.98
		3.91E-8			598326.73	4141728.68
		3.91E-8			598317.91	4141722.22
		3.91E-8			598308.50	4141716.34
		3.91E-8			598295.56	4141710.46
		3.91E-8			598280.87	4141705.75
		3.91E-8			598266.75	4141699.87
		3.91E-8			598255.58	4141697.52
		3.91E-8			598243.24	4141696.93
		3.91E-8			598230.30	4141696.93
		3.91E-8			598219.72	4141695.17
		3.91E-8			598204.43	4141693.99
		3.91E-8			598185.62	4141692.82
		3.91E-8			598167.98	4141690.47
		3.91E-8			598149.16	4141688.11
		3.91E-8			598132.11	4141686.35
		3.91E-8			598112.71	4141682.23
		3.91E-8			598092.13	4141677.53
		3.91E-8			598075.67	4141670.48
		3.91E-8			598059.79	4141667.54
		3.91E-8			598045.09	4141665.77
		3.91E-8			598026.28	4141671.65
		3.91E-8			598007.46	4141678.12
		3.91E-8			597990.41	4141700.46
		3.91E-8			597973.95	4141731.04
		3.91E-8			597961.60	4141756.91

Source Pathway - Source Inputs

AERMOD

Source Type: AREA POLY

Source: SITE_DPM (SITE_DPM)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m ²)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
		3.91E-8			597952.78	4141777.49
		3.91E-8			597945.73	4141795.71
		3.91E-8			597941.61	4141811.59
		3.91E-8			597932.20	4141836.28
		3.91E-8			597924.56	4141860.39
		3.91E-8			597918.68	4141876.26
		3.91E-8			597911.62	4141895.67
		3.91E-8			597903.39	4141918.60
		3.91E-8			597896.34	4141935.65
		3.91E-8			597888.10	4141957.99
		3.91E-8			597881.64	4141976.22
		3.91E-8			597870.47	4141997.97

Source Pathway - Source Inputs

AERMOD

Source Type: AREA POLY

Source: SITE_PM25 (SITE_PM25)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m ²)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
11.13	5.00	8.83E-8	1.40	42	597864.00	4142013.26
		8.83E-8			598042.15	4142112.63
		8.83E-8			598337.90	4141750.44
		8.83E-8			598339.07	4141742.80
		8.83E-8			598336.13	4141733.98
		8.83E-8			598326.73	4141728.68
		8.83E-8			598317.91	4141722.22
		8.83E-8			598308.50	4141716.34
		8.83E-8			598295.56	4141710.46
		8.83E-8			598280.87	4141705.75
		8.83E-8			598266.75	4141699.87
		8.83E-8			598255.58	4141697.52
		8.83E-8			598243.24	4141696.93
		8.83E-8			598230.30	4141696.93
		8.83E-8			598219.72	4141695.17
		8.83E-8			598204.43	4141693.99
		8.83E-8			598185.62	4141692.82
		8.83E-8			598167.98	4141690.47
		8.83E-8			598149.16	4141688.11
		8.83E-8			598132.11	4141686.35
		8.83E-8			598112.71	4141682.23
		8.83E-8			598092.13	4141677.53
		8.83E-8			598075.67	4141670.48
		8.83E-8			598059.79	4141667.54
		8.83E-8			598045.09	4141665.77
		8.83E-8			598026.28	4141671.65
		8.83E-8			598007.46	4141678.12
		8.83E-8			597990.41	4141700.46
		8.83E-8			597973.95	4141731.04
		8.83E-8			597961.60	4141756.91
		8.83E-8			597952.78	4141777.49

Source Pathway - Source Inputs

AERMOD

Source Type: AREA POLY

Source: SITE_PM25 (SITE_PM25)

Base Elevation (Optional)	Release Height [m]	Emission Rate [g/ (s-m ²)]	Initial Vertical Dim. [m]	Number of Vertices (or sides)	X Coordinate for Vertices [m]	Y Coordinate for Vertices [m]
11.13	5.00	8.83E-8	1.40	42	597945.73	4141795.71
		8.83E-8			597941.61	4141811.59
		8.83E-8			597932.20	4141836.28
		8.83E-8			597924.56	4141860.39
		8.83E-8			597918.68	4141876.26
		8.83E-8			597911.62	4141895.67
		8.83E-8			597903.39	4141918.60
		8.83E-8			597896.34	4141935.65
		8.83E-8			597888.10	4141957.99
		8.83E-8			597881.64	4141976.22
		8.83E-8			597870.47	4141997.97

Source Pathway - Source Inputs

AERMOD

Line Volume Sources

Source Type: LINE VOLUME

Source: ROAD_DPM (ROAD_DPM)

Length of Side [m]	Emission Rate [g/ s]	Building Height [m]	X Coordinate for Points [m]	Y Coordinate for points [m]	Base Elevation [m]	Release Height [m]
27.00	0.00005		597902.14	4142378.77	9.53	3.40
			597924.15	4142325.58	9.88	3.40
			597973.67	4142224.71	10.84	3.40
			598360.68	4141740.49	16.30	3.40
			598395.52	4141679.97	16.66	3.40
			598415.70	4141619.44	17.02	3.40
			598428.54	4141549.74	17.31	3.40
			598454.22	4141448.86	17.75	3.40
			598454.22	4141459.87	17.68	3.40
			598457.89	4141452.53	17.66	3.40

Source Type: LINE VOLUME

Source: ROAD_PM25 (ROAD_PM25)

Length of Side [m]	Emission Rate [g/ s]	Building Height [m]	X Coordinate for Points [m]	Y Coordinate for points [m]	Base Elevation [m]	Release Height [m]
27.00	0.00061		597902.14	4142378.77	9.53	3.40
			597924.15	4142325.58	9.88	3.40
			597973.67	4142224.71	10.84	3.40
			598360.68	4141740.49	16.30	3.40
			598395.52	4141679.97	16.66	3.40
			598415.70	4141619.44	17.02	3.40
			598428.54	4141549.74	17.31	3.40
			598454.22	4141448.86	17.75	3.40
			598454.22	4141459.87	17.68	3.40
			598457.89	4141452.53	17.66	3.40

Source Pathway - Source Inputs

AERMOD

Volume Sources Generated from Line Sources

Line Source ID	Volume Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation [m]	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dimension [m]	Initial Vertical Dimension [m]
ROAD_DPM	L0000165	597907.30	4142366.30	9.61	3.40	1.25E-6	27.00		12.56	3.16
	L0000166	597917.63	4142341.35	9.78	3.40	1.25E-6	27.00		12.56	3.16
	L0000167	597928.53	4142316.66	9.96	3.40	1.25E-6	27.00		12.56	3.16
	L0000168	597940.43	4142292.43	10.20	3.40	1.25E-6	27.00		12.56	3.16
	L0000169	597952.32	4142268.19	10.43	3.40	1.25E-6	27.00		12.56	3.16
	L0000170	597964.22	4142243.95	10.66	3.40	1.25E-6	27.00		12.56	3.16
	L0000171	597977.14	4142220.36	10.89	3.40	1.25E-6	27.00		12.56	3.16
	L0000172	597994.00	4142199.27	11.13	3.40	1.25E-6	27.00		12.56	3.16
	L0000173	598010.86	4142178.18	11.36	3.40	1.25E-6	27.00		12.56	3.16
	L0000174	598027.71	4142157.09	11.60	3.40	1.25E-6	27.00		12.56	3.16
	L0000175	598044.57	4142136.00	11.84	3.40	1.25E-6	27.00		12.56	3.16
	L0000176	598061.43	4142114.91	12.08	3.40	1.25E-6	27.00		12.56	3.16
	L0000177	598078.28	4142093.82	12.32	3.40	1.25E-6	27.00		12.56	3.16
	L0000178	598095.14	4142072.73	12.55	3.40	1.25E-6	27.00		12.56	3.16
	L0000179	598112.00	4142051.63	12.79	3.40	1.25E-6	27.00		12.56	3.16
	L0000180	598128.85	4142030.54	13.03	3.40	1.25E-6	27.00		12.56	3.16
	L0000181	598145.71	4142009.45	13.27	3.40	1.25E-6	27.00		12.56	3.16
	L0000182	598162.57	4141988.36	13.51	3.40	1.25E-6	27.00		12.56	3.16
	L0000183	598179.43	4141967.27	13.74	3.40	1.25E-6	27.00		12.56	3.16
	L0000184	598196.28	4141946.18	13.98	3.40	1.25E-6	27.00		12.56	3.16
	L0000185	598213.14	4141925.09	14.22	3.40	1.25E-6	27.00		12.56	3.16
	L0000186	598230.00	4141904.00	14.46	3.40	1.25E-6	27.00		12.56	3.16
	L0000187	598246.85	4141882.90	14.69	3.40	1.25E-6	27.00		12.56	3.16
	L0000188	598263.71	4141861.81	14.93	3.40	1.25E-6	27.00		12.56	3.16

Source Pathway - Source Inputs

AERMOD

Line Source ID	Volume Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation [m]	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dimension [m]	Initial Vertical Dimension [m]
ROAD_DPM	L0000189	598280.57	4141840.72	15.17	3.40	1.25E-6	27.00		12.56	3.16
	L0000190	598297.43	4141819.63	15.41	3.40	1.25E-6	27.00		12.56	3.16
	L0000191	598314.28	4141798.54	15.65	3.40	1.25E-6	27.00		12.56	3.16
	L0000192	598331.14	4141777.45	15.88	3.40	1.25E-6	27.00		12.56	3.16
	L0000193	598348.00	4141756.36	16.12	3.40	1.25E-6	27.00		12.56	3.16
	L0000194	598364.01	4141734.69	16.33	3.40	1.25E-6	27.00		12.56	3.16
	L0000195	598377.49	4141711.29	16.47	3.40	1.25E-6	27.00		12.56	3.16
	L0000196	598390.96	4141687.90	16.61	3.40	1.25E-6	27.00		12.56	3.16
	L0000197	598401.17	4141663.03	16.76	3.40	1.25E-6	27.00		12.56	3.16
	L0000198	598409.71	4141637.42	16.91	3.40	1.25E-6	27.00		12.56	3.16
	L0000199	598417.16	4141611.52	17.05	3.40	1.25E-6	27.00		12.56	3.16
	L0000200	598422.05	4141584.97	17.16	3.40	1.25E-6	27.00		12.56	3.16
	L0000201	598426.94	4141558.42	17.27	3.40	1.25E-6	27.00		12.56	3.16
	L0000202	598433.02	4141532.12	17.39	3.40	1.25E-6	27.00		12.56	3.16
	L0000203	598439.68	4141505.96	17.50	3.40	1.25E-6	27.00		12.56	3.16
	L0000204	598446.34	4141479.79	17.62	3.40	1.25E-6	27.00		12.56	3.16
	L0000205	598453.00	4141453.63	17.73	3.40	1.25E-6	27.00		12.56	3.16

Line Source ID	Volume Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation [m]	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dimension [m]	Initial Vertical Dimension [m]
ROAD_PM25	L0000206	597907.30	4142366.30	9.61	3.40	0.00001	27.00		12.56	3.16
	L0000207	597917.63	4142341.35	9.78	3.40	0.00001	27.00		12.56	3.16
	L0000208	597928.53	4142316.66	9.96	3.40	0.00001	27.00		12.56	3.16
	L0000209	597940.43	4142292.43	10.20	3.40	0.00001	27.00		12.56	3.16
	L0000210	597952.32	4142268.19	10.43	3.40	0.00001	27.00		12.56	3.16
	L0000211	597964.22	4142243.95	10.66	3.40	0.00001	27.00		12.56	3.16

Source Pathway - Source Inputs

AERMOD

Line Source ID	Volume Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation [m]	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dimension [m]	Initial Vertical Dimension [m]
ROAD_PM25	L0000212	597977.14	4142220.36	10.89	3.40	0.00001	27.00		12.56	3.16
	L0000213	597994.00	4142199.27	11.13	3.40	0.00001	27.00		12.56	3.16
	L0000214	598010.86	4142178.18	11.36	3.40	0.00001	27.00		12.56	3.16
	L0000215	598027.71	4142157.09	11.60	3.40	0.00001	27.00		12.56	3.16
	L0000216	598044.57	4142136.00	11.84	3.40	0.00001	27.00		12.56	3.16
	L0000217	598061.43	4142114.91	12.08	3.40	0.00001	27.00		12.56	3.16
	L0000218	598078.28	4142093.82	12.32	3.40	0.00001	27.00		12.56	3.16
	L0000219	598095.14	4142072.73	12.55	3.40	0.00001	27.00		12.56	3.16
	L0000220	598112.00	4142051.63	12.79	3.40	0.00001	27.00		12.56	3.16
	L0000221	598128.85	4142030.54	13.03	3.40	0.00001	27.00		12.56	3.16
	L0000222	598145.71	4142009.45	13.27	3.40	0.00001	27.00		12.56	3.16
	L0000223	598162.57	4141988.36	13.51	3.40	0.00001	27.00		12.56	3.16
	L0000224	598179.43	4141967.27	13.74	3.40	0.00001	27.00		12.56	3.16
	L0000225	598196.28	4141946.18	13.98	3.40	0.00001	27.00		12.56	3.16
	L0000226	598213.14	4141925.09	14.22	3.40	0.00001	27.00		12.56	3.16
	L0000227	598230.00	4141904.00	14.46	3.40	0.00001	27.00		12.56	3.16
	L0000228	598246.85	4141882.90	14.69	3.40	0.00001	27.00		12.56	3.16
	L0000229	598263.71	4141861.81	14.93	3.40	0.00001	27.00		12.56	3.16
	L0000230	598280.57	4141840.72	15.17	3.40	0.00001	27.00		12.56	3.16
	L0000231	598297.43	4141819.63	15.41	3.40	0.00001	27.00		12.56	3.16
	L0000232	598314.28	4141798.54	15.65	3.40	0.00001	27.00		12.56	3.16
	L0000233	598331.14	4141777.45	15.88	3.40	0.00001	27.00		12.56	3.16
	L0000234	598348.00	4141756.36	16.12	3.40	0.00001	27.00		12.56	3.16
	L0000235	598364.01	4141734.69	16.33	3.40	0.00001	27.00		12.56	3.16
	L0000236	598377.49	4141711.29	16.47	3.40	0.00001	27.00		12.56	3.16

Source Pathway - Source Inputs

AERMOD

Line Source ID	Volume Source ID	X Coordinate [m]	Y Coordinate [m]	Base Elevation [m]	Release Height [m]	Emission Rate [g/s]	Length of Side [m]	Building Height [m]	Initial Lateral Dimension [m]	Initial Vertical Dimension [m]
ROAD_PM25	L0000237	598390.96	4141687.90	16.61	3.40	0.00001	27.00		12.56	3.16
	L0000238	598401.17	4141663.03	16.76	3.40	0.00001	27.00		12.56	3.16
	L0000239	598409.71	4141637.42	16.91	3.40	0.00001	27.00		12.56	3.16
	L0000240	598417.16	4141611.52	17.05	3.40	0.00001	27.00		12.56	3.16
	L0000241	598422.05	4141584.97	17.16	3.40	0.00001	27.00		12.56	3.16
	L0000242	598426.94	4141558.42	17.27	3.40	0.00001	27.00		12.56	3.16
	L0000243	598433.02	4141532.12	17.39	3.40	0.00001	27.00		12.56	3.16
	L0000244	598439.68	4141505.96	17.50	3.40	0.00001	27.00		12.56	3.16
	L0000245	598446.34	4141479.79	17.62	3.40	0.00001	27.00		12.56	3.16
	L0000246	598453.00	4141453.63	17.73	3.40	0.00001	27.00		12.56	3.16

Source Pathway

AERMOD

Building Downwash Information

Option not in use

Emission Rate Units for Output

For Concentration

Unit Factor: 1E6
Emission Unit Label: GRAMS/SEC
Concentration Unit Label: MICROGRAMS/M**3

Source Groups

Source Group ID: PM25	List of Sources in Group (Source Range or Single Sources)
	SITE_PM25 ROAD_PM25
Source Group ID: DPM	List of Sources in Group (Source Range or Single Sources)
	SITE_DPM ROAD_DPM
Source Group ID: ALL	List of Sources in Group (Source Range or Single Sources)
	All Sources Included

Variable Emissions

Source Pathway

AERMOD

Hour-of-Day / Day-of-Week Emission Rate Variation

Scenario: Scenario 1

Source ID:		SITE_DPM						
Weekdays								
Hour	1 - 6		0.00	0.00	0.00	0.00	0.00	0.00
of	7 - 12		0.00	1.00	1.00	1.00	1.00	0.00
Day	13 - 18		1.00	1.00	1.00	1.00	0.00	0.00
	19 - 24		0.00	0.00	0.00	0.00	0.00	0.00
Saturday								
Hour	1 - 6		0.00	0.00	0.00	0.00	0.00	0.00
of	7 - 12		0.00	0.00	0.00	0.00	0.00	0.00
Day	13 - 18		0.00	0.00	0.00	0.00	0.00	0.00
	19 - 24		0.00	0.00	0.00	0.00	0.00	0.00
Sunday								
Hour	1 - 6		0.00	0.00	0.00	0.00	0.00	0.00
of	7 - 12		0.00	0.00	0.00	0.00	0.00	0.00
Day	13 - 18		0.00	0.00	0.00	0.00	0.00	0.00
	19 - 24		0.00	0.00	0.00	0.00	0.00	0.00
Source ID:		SITE_PM25						
Weekdays								
Hour	1 - 6		0.00	0.00	0.00	0.00	0.00	0.00
of	7 - 12		0.00	1.00	1.00	1.00	1.00	0.00
Day	13 - 18		1.00	1.00	1.00	1.00	0.00	0.00
	19 - 24		0.00	0.00	0.00	0.00	0.00	0.00
Saturday								
Hour	1 - 6		0.00	0.00	0.00	0.00	0.00	0.00
of	7 - 12		0.00	0.00	0.00	0.00	0.00	0.00
Day	13 - 18		0.00	0.00	0.00	0.00	0.00	0.00
	19 - 24		0.00	0.00	0.00	0.00	0.00	0.00
Sunday								
Hour	1 - 6		0.00	0.00	0.00	0.00	0.00	0.00
of	7 - 12		0.00	0.00	0.00	0.00	0.00	0.00
Day	13 - 18		0.00	0.00	0.00	0.00	0.00	0.00
	19 - 24		0.00	0.00	0.00	0.00	0.00	0.00
Source ID:		ROAD_DPM						
Weekdays								
Hour	1 - 6		0.00	0.00	0.00	0.00	0.00	0.00
of	7 - 12		0.00	1.00	1.00	1.00	1.00	0.00
Day	13 - 18		1.00	1.00	1.00	1.00	0.00	0.00
	19 - 24		0.00	0.00	0.00	0.00	0.00	0.00
Saturday								
Hour	1 - 6		0.00	0.00	0.00	0.00	0.00	0.00
of	7 - 12		0.00	0.00	0.00	0.00	0.00	0.00
Day	13 - 18		0.00	0.00	0.00	0.00	0.00	0.00
	19 - 24		0.00	0.00	0.00	0.00	0.00	0.00
Sunday								
Hour	1 - 6		0.00	0.00	0.00	0.00	0.00	0.00
of	7 - 12		0.00	0.00	0.00	0.00	0.00	0.00
Day	13 - 18		0.00	0.00	0.00	0.00	0.00	0.00
	19 - 24		0.00	0.00	0.00	0.00	0.00	0.00
Source ID:		ROAD_PM25						
Weekdays								
Hour	1 - 6		0.00	0.00	0.00	0.00	0.00	0.00
of	7 - 12		0.00	1.00	1.00	1.00	1.00	0.00
Day	13 - 18		1.00	1.00	1.00	1.00	0.00	0.00

Source Pathway

AERMOD

Scenario: Scenario 1

Source ID: ROAD_PM25							
Saturday		19 - 24	0.00	0.00	0.00	0.00	0.00
	Hour	1 - 6	0.00	0.00	0.00	0.00	0.00
	of	7 - 12	0.00	0.00	0.00	0.00	0.00
	Day	13 - 18	0.00	0.00	0.00	0.00	0.00
		19 - 24	0.00	0.00	0.00	0.00	0.00
Sunday							
	Hour	1 - 6	0.00	0.00	0.00	0.00	0.00
	of	7 - 12	0.00	0.00	0.00	0.00	0.00
	Day	13 - 18	0.00	0.00	0.00	0.00	0.00
		19 - 24	0.00	0.00	0.00	0.00	0.00

Receptor Pathway

AERMOD

Receptor Networks

Note: Terrain Elevations and Flagpole Heights for Network Grids are in Page RE2 - 1 (If applicable)
Generated Discrete Receptors for Multi-Tier (Risk) Grid and Receptor Locations for Fenceline Grid are in Page RE3 - 1 (If applicable)

Uniform Cartesian Grid

Receptor Network ID	Grid Origin X Coordinate [m]	Grid Origin Y Coordinate [m]	No. of X-Axis Receptors	No. of Y-Axis Receptors	Spacing for X-Axis [m]	Spacing for Y-Axis [m]
UCART1	597455.95	4141311.75	21	21	65.34	55.46

Discrete Receptors

Discrete Cartesian Receptors

Record Number	X-Coordinate [m]	Y-Coordinate [m]	Group Name (Optional)	Terrain Elevations	Flagpole Heights [m] (Optional)
1	598056.86	4142200.88	Workers	12.02	
2	598071.50	4142207.15	Workers	11.91	
3	598088.75	4142216.56	Workers	11.68	
4	598101.83	4142220.22	Workers	11.60	
5	598095.03	4142238.52	Workers	11.18	
6	598081.96	4142230.68	Workers	11.41	
7	598065.23	4142228.59	Workers	11.32	
8	598047.45	4142217.61	Workers	11.47	
9	598038.56	4142238.52	Workers	10.86	
10	598055.29	4142240.62	Workers	10.87	
11	598073.07	4142246.37	Workers	10.92	
12	598083.53	4142256.83	Workers	10.84	
13	598080.91	4142273.56	Workers	10.91	
14	598062.61	4142267.28	Workers	11.02	
15	598047.45	4142263.62	Workers	11.18	
16	598029.67	4142258.39	Workers	11.45	
17	598022.87	4142275.13	Workers	11.84	
18	598040.65	4142280.88	Workers	11.57	
19	598054.24	4142287.68	Workers	11.35	
20	598069.93	4142292.90	Workers	11.10	
21	598061.04	4142312.25	Workers	10.98	
22	598044.83	4142302.84	Workers	11.13	
23	598030.19	4142299.18	Workers	11.13	
24	598015.03	4142290.29	Workers	11.26	
25	598005.62	4142311.73	Workers	10.86	
26	598021.30	4142316.43	Workers	10.88	

Receptor Pathway

AERMOD

27	598032.81	4142325.32	Workers	10.90
28	598049.54	4142328.46	Workers	10.91
29	598044.83	4142348.85	Workers	11.20
30	598018.17	4142335.78	Workers	11.20
31	598010.32	4142332.64	Workers	11.20
32	598000.39	4142329.51	Workers	11.23
33	597992.02	4142342.58	Workers	11.88
34	598008.75	4142348.33	Workers	11.67
35	598025.49	4142350.42	Workers	11.54
36	598040.65	4142361.92	Workers	11.50
37	598088.75	4142348.85	Workers	12.01
38	598104.44	4142356.17	Workers	12.35
39	598114.90	4142363.49	Workers	12.54
40	598124.31	4142369.24	Workers	12.56
41	598133.20	4142354.08	Workers	12.50
42	598123.26	4142349.38	Workers	12.34
43	598109.15	4142345.19	Workers	12.13
44	598095.03	4142339.44	Workers	11.83
45	598100.26	4142327.41	Workers	11.68
46	598112.81	4142335.78	Workers	11.96
47	598124.83	4142339.96	Workers	12.19
48	598136.34	4142344.15	Workers	12.40
49	598145.23	4142328.98	Workers	12.53
50	598128.49	4142325.85	Workers	12.23
51	598120.13	4142321.14	Workers	12.07
52	598108.10	4142314.34	Workers	11.80
53	598114.38	4142298.13	Workers	12.00
54	598127.45	4142308.59	Workers	12.39
55	598136.86	4142311.21	Workers	12.61
56	598151.50	4142314.87	Workers	12.39
57	598201.49	4142068.57	Workers	13.11
58	598105.71	4142137.88	Workers	13.46
59	598117.71	4142146.76	Workers	13.24
60	598123.93	4142152.99	Workers	13.14
61	598133.27	4142158.32	Workers	12.98
62	598143.49	4142165.43	Workers	12.76
63	598152.82	4142152.99	Workers	12.40
64	598139.94	4142147.65	Workers	12.58

Receptor Pathway

AERMOD

65	598131.05	4142140.99	Workers	12.68
66	598123.49	4142134.32	Workers	12.71
67	598128.38	4142122.32	Workers	12.39
68	598137.27	4142132.54	Workers	12.39
69	598144.38	4142139.21	Workers	12.38
70	598155.05	4142146.32	Workers	12.34
71	598167.94	4142134.76	Workers	12.36
72	598154.16	4142128.99	Workers	12.34
73	598146.60	4142122.76	Workers	12.33
74	598136.38	4142117.87	Workers	12.36
75	598140.38	4142107.21	Workers	12.54
76	598149.71	4142113.43	Workers	12.57
77	598161.27	4142120.54	Workers	12.55
78	598172.83	4142128.10	Workers	12.51
79	598182.60	4142116.10	Workers	13.11
80	598166.60	4142112.10	Workers	13.10
81	598157.71	4142103.21	Workers	13.34
82	598147.05	4142097.43	Workers	13.36
83	598143.94	4142084.10	Workers	13.56
84	598155.05	4142091.21	Workers	13.54
85	598168.83	4142098.32	Workers	13.51
86	598175.94	4142104.10	Workers	13.42
87	598187.94	4142111.21	Workers	13.39
88	598199.49	4142108.10	Workers	13.59
89	598186.16	4142098.32	Workers	13.31
90	598177.71	4142092.10	Workers	13.30
91	598166.60	4142085.87	Workers	13.47
92	598152.38	4142072.98	Workers	13.54
93	598167.49	4142071.65	Workers	13.09
94	598182.60	4142080.98	Workers	12.97
95	598195.05	4142087.65	Workers	13.34
96	598199.94	4142091.65	Workers	13.51
97	598206.60	4142098.32	Workers	13.75
98	598211.94	4142085.43	Workers	13.66
99	598199.94	4142079.21	Workers	13.31
100	598191.05	4142073.43	Workers	13.01
101	598180.83	4142065.87	Workers	12.67
102	598187.49	4142059.65	Workers	12.68

Receptor Pathway

AERMOD

103	598195.05	4142065.43	Workers	12.93
104	598211.49	4142077.87	Workers	13.49
105	598223.94	4142072.54	Workers	13.70
106	598213.72	4142065.87	Workers	13.35
107	598205.72	4142060.09	Workers	13.08
108	598190.60	4142047.65	Workers	12.58
109	598197.72	4142036.54	Workers	13.10
110	598209.72	4142048.09	Workers	13.24
111	598217.27	4142053.43	Workers	13.43
112	598230.16	4142063.21	Workers	13.80
113	598239.49	4142051.65	Workers	14.01
114	598224.38	4142042.76	Workers	13.55
115	598217.27	4142034.76	Workers	13.52
116	598208.38	4142028.09	Workers	13.49
117	598195.94	4142021.43	Workers	13.49
118	598261.72	4142087.65	Workers	14.39
119	598251.05	4142105.43	Workers	14.34
120	598239.05	4142116.54	Workers	14.32
121	598233.72	4142124.54	Workers	14.33
122	598220.38	4142142.76	Workers	14.06
123	598212.83	4142150.32	Workers	13.82
124	598205.27	4142158.77	Workers	13.78
125	598198.60	4142165.88	Workers	13.77
126	598187.49	4142181.43	Workers	13.72
127	598151.94	4142208.99	Workers	13.09
128	598162.16	4142213.88	Workers	13.44
129	598171.49	4142218.77	Workers	13.33
130	598182.60	4142220.99	Workers	13.35
131	598193.27	4142225.43	Workers	13.34
132	598204.38	4142230.32	Workers	13.34
133	598213.27	4142233.43	Workers	13.39
134	598220.83	4142238.32	Workers	13.38
135	598228.83	4142241.88	Workers	13.49
136	598239.05	4142244.10	Workers	13.51
137	598248.83	4142246.77	Workers	13.58
138	598258.16	4142251.21	Workers	13.55
139	598267.05	4142216.55	Workers	14.21
140	598270.16	4142202.74	Workers	14.28

Receptor Pathway

AERMOD

141	598271.05	4142189.88	Workers	14.34
142	598280.51	4142153.46	Workers	14.45
143	598276.73	4142171.83	Workers	14.36
144	598284.39	4142136.80	Workers	14.49
145	598288.68	4142117.33	Workers	14.53
146	598292.83	4142102.76	Workers	14.41
147	598262.29	4141991.31	Workers	15.83
148	598244.24	4141982.54	Workers	15.92
149	598275.14	4141976.96	Workers	15.66
150	598254.44	4141967.43	Workers	16.11
151	598285.71	4141961.09	Workers	15.54
152	598267.29	4141951.94	Workers	15.99
153	598295.83	4141947.95	Workers	15.16
154	598281.64	4141934.18	Workers	15.07
155	598309.43	4141933.97	Workers	15.34
156	598292.60	4141918.32	Workers	15.23
157	598324.68	4141917.85	Workers	16.19
158	598308.85	4141906.23	Workers	16.00
159	598345.64	4142165.74	Workers	15.21
160	598348.21	4142144.54	Workers	15.37
161	598353.03	4142124.63	Workers	15.43
162	598355.28	4142111.47	Workers	15.41
163	598359.77	4142096.69	Workers	15.74
164	598408.59	4142126.24	Workers	15.33
165	598418.54	4142127.52	Workers	15.35
166	598406.98	4142135.87	Workers	15.37
167	598401.52	4142148.72	Workers	15.45
168	598481.34	4141790.44	Workers	19.12
169	598497.52	4141792.15	Workers	19.41
170	598517.96	4141795.55	Workers	19.48
171	598528.18	4141775.97	Workers	18.77
172	598506.89	4141771.71	Workers	18.67
173	598482.19	4141771.71	Workers	18.60
174	598485.60	4141754.68	Workers	18.47
175	598511.14	4141755.53	Workers	18.63
176	598528.18	4141762.34	Workers	18.76
177	598536.69	4141750.42	Workers	19.01
178	598514.55	4141743.61	Workers	18.75

Receptor Pathway

AERMOD

179	598495.82	4141742.76	Workers	18.51
180	598496.67	4141722.32	Workers	18.75
181	598514.55	4141732.54	Workers	19.09
182	598542.65	4141735.94	Workers	19.77
183	598540.10	4141721.47	Workers	19.21
184	598518.81	4141718.91	Workers	19.01
185	598506.03	4141714.65	Workers	18.80
186	598506.03	4141695.92	Workers	18.67
187	598521.36	4141704.44	Workers	18.70
188	598539.25	4141706.99	Workers	18.74
189	598545.21	4141697.62	Workers	18.80
190	598526.47	4141690.81	Workers	18.81
191	598504.33	4141686.55	Workers	18.75
192	598511.14	4141671.23	Workers	19.20
193	598538.39	4141676.34	Workers	19.35
194	598552.02	4141678.04	Workers	19.57
195	598578.42	4141638.02	Workers	18.96
196	598555.42	4141630.35	Workers	19.37
197	598536.69	4141625.24	Workers	19.60
198	598540.95	4141601.40	Workers	19.45
199	598563.94	4141613.32	Workers	19.02
200	598584.38	4141616.73	Workers	18.65
201	598589.49	4141603.95	Workers	18.66
202	598564.79	4141593.74	Workers	19.12
203	598541.80	4141586.92	Workers	19.52
204	598548.61	4141573.30	Workers	19.41
205	598574.16	4141577.56	Workers	19.00
206	598595.45	4141582.67	Workers	18.64
207	598575.86	4141561.38	Workers	19.11
208	598552.02	4141552.86	Workers	19.52
209	598558.83	4141538.39	Workers	19.44
210	598351.91	4141652.49	Workers	16.80
211	598351.91	4141638.02	Workers	16.85
212	598338.28	4141647.38	Workers	16.86
213	598339.13	4141633.76	Workers	16.89
214	598318.70	4141642.27	Workers	16.95
215	598319.55	4141629.50	Workers	16.98
216	598304.22	4141635.46	Workers	17.06

Receptor Pathway

AERMOD

217	598311.03	4141618.43	Workers	16.96
218	598178.19	4141630.35	Workers	15.70
219	598195.22	4141635.46	Workers	15.68
220	598221.62	4141636.31	Workers	15.80
221	598176.49	4141616.73	Workers	15.68
222	598200.33	4141619.28	Workers	15.67
223	598216.51	4141623.54	Workers	15.75
224	598241.21	4141628.65	Workers	15.75
225	598242.06	4141615.02	Workers	15.91
226	598223.32	4141610.77	Workers	15.75
227	598202.89	4141606.51	Workers	15.65
228	598193.52	4141601.40	Workers	15.64
229	598114.33	4141598.85	Workers	14.46
230	598091.33	4141592.88	Workers	14.47
231	598069.19	4141588.63	Workers	14.46
232	598052.16	4141586.07	Workers	14.49
233	598024.91	4141582.67	Workers	14.47
234	598024.06	4141560.53	Workers	14.57
235	598047.91	4141565.63	Workers	14.58
236	598074.30	4141569.89	Workers	14.53
237	598091.33	4141574.15	Workers	14.54
238	598120.29	4141579.26	Workers	14.14
239	597977.23	4141569.04	Workers	13.61
240	597976.38	4141553.71	Workers	13.62
241	597958.49	4141565.63	Workers	13.59
242	597959.35	4141548.60	Workers	13.60
243	597936.35	4141552.01	Workers	13.54
244	597934.65	4141569.04	Workers	13.62
245	597951.68	4141579.26	Workers	13.57
246	597928.69	4141584.37	Workers	13.63
247	597944.87	4141595.44	Workers	13.58
248	597936.35	4141609.92	Workers	13.61
249	597915.06	4141604.81	Workers	13.60
250	597926.99	4141706.99	Workers	11.85
251	597932.10	4141682.30	Workers	11.78
252	597909.10	4141697.62	Workers	11.86
253	597920.17	4141670.37	Workers	11.78
254	597892.07	4141688.26	Workers	11.81

Receptor Pathway

AERMOD

255	597902.29	4141666.97	Workers	11.80
256	597875.89	4141678.04	Workers	11.76
257	597883.56	4141654.20	Workers	11.81
258	597869.93	4141645.68	Workers	11.79
259	598338.28	4141820.25	Workers	16.76
260	598351.05	4141833.02	Workers	16.75
261	598346.35	4141808.18	Workers	16.75
262	598358.72	4141817.69	Workers	16.74
263	598313.59	4141850.05	Workers	16.30
264	598327.42	4141859.27	Workers	16.35
265	598305.01	4141859.75	Workers	16.34
266	598317.20	4141868.40	Workers	16.42
267	598327.21	4141878.15	Workers	16.38
268	597856.31	4141676.34	Workers	11.38
269	597877.60	4141702.73	Workers	11.50
270	597862.27	4141696.77	Workers	10.94
271	597855.46	4141712.10	Workers	11.28
272	597867.38	4141717.21	Workers	11.54
273	597869.08	4141727.43	Workers	11.68
274	597860.57	4141724.87	Workers	11.57
275	597844.39	4141717.21	Workers	11.41
276	597832.47	4141713.80	Workers	11.48
277	597829.06	4141728.28	Workers	11.69
278	597840.13	4141735.09	Workers	11.72
279	597853.75	4141738.50	Workers	11.70
280	597863.12	4141741.90	Workers	11.70
281	597859.71	4141754.68	Workers	11.68
282	597840.98	4141750.42	Workers	11.72
283	597833.32	4141742.76	Workers	11.73
284	597818.84	4141737.65	Workers	11.72
285	597817.99	4141750.42	Workers	11.73
286	597826.50	4141758.93	Workers	11.72
287	597841.83	4141761.49	Workers	11.71
288	597852.90	4141761.49	Workers	11.70
289	597846.09	4141777.67	Workers	11.67
290	597830.76	4141772.56	Workers	11.69
291	597818.84	4141769.15	Workers	11.71
292	597809.47	4141764.90	Workers	11.71

Receptor Pathway

AERMOD

293	597801.81	4141775.97	Workers	11.70
294	597821.40	4141786.18	Workers	11.75
295	597827.36	4141787.89	Workers	11.75
296	597840.13	4141791.29	Workers	11.72
297	597835.02	4141804.92	Workers	11.75
298	597823.95	4141798.96	Workers	11.77
299	597812.03	4141794.70	Workers	11.74
300	597800.96	4141789.59	Workers	11.67
301	597851.20	4141893.48	Workers	10.91
302	597857.62	4141878.71	Workers	10.91
303	597865.68	4141861.97	Workers	10.90
304	597852.05	4141858.57	Workers	10.88
305	597847.79	4141872.19	Workers	10.93
306	597839.28	4141887.52	Workers	10.98
307	597824.80	4141882.41	Workers	10.91
308	597834.17	4141866.23	Workers	10.92
309	597842.09	4141851.41	Workers	10.90
310	597830.76	4141845.79	Workers	10.86
311	597824.80	4141859.42	Workers	10.89
312	597813.73	4141880.71	Workers	10.90
313	597802.59	4141876.32	Workers	10.84
314	597810.24	4141857.54	Workers	10.98
315	597820.54	4141841.53	Workers	10.92
316	597803.51	4141834.72	Workers	11.17
317	597800.11	4141850.90	Workers	10.85
318	597789.04	4141866.23	Workers	10.41
319	597776.26	4141861.97	Workers	10.14
320	597787.25	4141844.29	Workers	10.79
321	597792.07	4141827.84	Workers	11.28
322	597781.37	4141822.80	Workers	11.11
323	597778.82	4141839.83	Workers	10.90
324	597771.15	4141856.01	Workers	10.37
325	597775.41	4141880.71	Workers	9.98
326	597790.46	4141886.49	Workers	10.51
327	597784.78	4141897.74	Workers	10.59
328	597770.30	4141890.07	Workers	10.24
329	597754.12	4141896.03	Workers	10.56
330	597766.90	4141903.70	Workers	10.58

Receptor Pathway

AERMOD

331	597784.78	4141905.40	Workers	10.68
332	597780.52	4141921.58	Workers	10.74
333	597765.19	4141913.92	Workers	10.74
334	597747.31	4141908.81	Workers	10.83
335	597741.35	4141922.43	Workers	10.87
336	597758.38	4141929.24	Workers	10.85
337	597768.60	4141934.35	Workers	10.84
338	597766.90	4141951.38	Workers	10.88
339	597749.87	4141943.72	Workers	10.88
340	597732.83	4141937.76	Workers	10.88
341	597725.17	4141949.68	Workers	10.85
342	597745.61	4141959.90	Workers	10.85
343	597756.68	4141959.90	Workers	10.87
344	597751.57	4141976.08	Workers	10.83
345	597738.80	4141971.82	Workers	10.83
346	597722.28	4141966.53	Workers	10.83
347	597718.55	4141975.16	Workers	10.82
348	597733.18	4141981.87	Workers	10.82
349	597749.87	4141988.85	Workers	10.78
350	597767.75	4142041.65	Workers	10.45
351	597756.68	4142037.39	Workers	10.46
352	597743.91	4142030.58	Workers	10.50
353	597723.47	4142020.36	Workers	10.52
354	597720.91	4142027.17	Workers	10.54
355	597734.54	4142037.39	Workers	10.52
356	597753.27	4142049.31	Workers	10.48
357	597766.05	4142056.97	Workers	10.47
358	597760.08	4142070.60	Workers	10.50
359	597743.05	4142063.79	Workers	10.52
360	597730.28	4142051.87	Workers	10.51
361	597714.95	4142048.46	Workers	10.50
362	597887.76	4142267.78	Workers	11.41
363	597733.95	4142148.42	Workers	9.41
364	597730.26	4142159.50	Workers	9.44
365	597722.87	4142171.80	Workers	9.44
366	597716.11	4142188.41	Workers	9.46
367	597706.26	4142184.10	Workers	9.49
368	597706.26	4142171.80	Workers	9.49

Receptor Pathway

AERMOD

369	597712.42	4142158.88	Workers	9.49
370	597719.18	4142141.65	Workers	9.47
371	597713.65	4142135.50	Workers	9.48
372	597705.65	4142149.65	Workers	9.49
373	597702.57	4142160.11	Workers	9.49
374	597697.03	4142176.11	Workers	9.49
375	597684.11	4142169.95	Workers	9.52
376	597689.04	4142160.73	Workers	9.51
377	597696.42	4142147.19	Workers	9.52
378	597702.57	4142134.27	Workers	9.51
379	597695.80	4142128.12	Workers	9.49
380	597692.73	4142141.65	Workers	9.54
381	597684.11	4142151.50	Workers	9.54
382	597677.35	4142165.65	Workers	9.55
383	597663.20	4142163.19	Workers	9.26
384	597667.50	4142150.27	Workers	9.14
385	597673.66	4142136.73	Workers	9.16
386	597680.42	4142121.35	Workers	9.29
387	597673.04	4142117.66	Workers	9.24
388	597666.27	4142137.96	Workers	8.88
389	597663.81	4142147.81	Workers	8.95
390	597659.50	4142158.26	Workers	9.06
391	597645.35	4142157.03	Workers	9.19
392	597653.35	4142144.73	Workers	8.60
393	597661.97	4142124.43	Workers	8.84
394	597666.27	4142113.35	Workers	9.37
395	597661.35	4142109.66	Workers	9.39
396	597657.04	4142122.58	Workers	8.94
397	597652.74	4142135.50	Workers	8.39
398	597644.74	4142149.04	Workers	8.95
399	597642.28	4142155.80	Workers	9.31
400	597697.03	4142232.09	Workers	8.84
401	597680.42	4142230.25	Workers	8.89
402	597669.35	4142222.25	Workers	8.88
403	597653.35	4142215.48	Workers	8.88
404	597643.51	4142208.71	Workers	8.84
405	597649.05	4142224.10	Workers	8.89
406	597659.50	4142230.25	Workers	8.91

Receptor Pathway

AERMOD

407	597671.81	4142235.17	Workers	8.89
408	597687.19	4142239.48	Workers	8.91
409	597687.81	4142251.78	Workers	8.90
410	597673.66	4142245.01	Workers	8.90
411	598448.19	4142017.94	Workers	16.68
412	598452.96	4141999.74	Workers	16.60
413	598457.62	4141982.43	Workers	16.34
414	597965.95	4142098.36	Workers	10.91
415	597939.91	4142103.37	Workers	10.88
416	597954.93	4142111.39	Workers	10.88
417	597966.96	4142119.40	Workers	10.89
418	597962.95	4142135.43	Workers	10.97
419	597940.91	4142129.42	Workers	10.94
420	597929.89	4142122.41	Workers	10.89
421	597923.88	4142136.43	Workers	10.93
422	597943.91	4142144.45	Workers	11.00
423	597950.93	4142163.48	Workers	10.92
424	597926.88	4142155.47	Workers	10.88
425	597916.86	4142148.46	Workers	10.86
426	597909.85	4142169.49	Workers	10.94
427	597931.89	4142181.52	Workers	11.15
428	597928.89	4142195.54	Workers	10.92
429	597903.84	4142185.52	Workers	10.92
430	597904.84	4142207.57	Workers	10.98
431	597908.85	4142224.60	Workers	11.26
432	597882.80	4142215.58	Workers	11.03
433	597859.76	4142206.56	Workers	10.38
434	597834.71	4142197.55	Workers	11.05
435	597812.67	4142191.54	Workers	11.30
436	597805.66	4142205.56	Workers	11.23
437	597832.71	4142213.58	Workers	11.25
438	597850.74	4142223.59	Workers	10.82
439	597870.78	4142227.60	Workers	11.15
440	597898.83	4142242.63	Workers	11.41
441	597870.78	4142253.65	Workers	11.51
442	597853.75	4142241.63	Workers	11.07
443	597824.69	4142227.60	Workers	11.46
444	597804.66	4142224.60	Workers	11.29

Receptor Pathway

AERMOD

445	598494.93	4141850.91	Workers	18.28
446	598515.97	4141856.92	Workers	18.32
447	598532.00	4141863.93	Workers	18.40
448	598547.03	4141867.94	Workers	18.74
449	598576.08	4141906.01	Workers	19.17
450	598568.07	4141929.05	Workers	19.31
451	598597.12	4141836.88	Workers	20.21
452	598606.14	4141805.82	Workers	19.77
453	598610.15	4141777.77	Workers	19.71
454	598619.16	4141755.73	Workers	19.78
455	598627.18	4141726.68	Workers	19.67
456	598638.20	4141768.75	Workers	20.14
457	598629.18	4141804.82	Workers	20.08
458	598619.16	4141835.88	Workers	20.32
459	597931.95	4142182.87	Workers	11.13
460	597630.21	4142000.18	Resident	8.52
461	597614.89	4141989.57	Resident	9.71
462	597596.03	4141984.86	Resident	9.70
463	597616.07	4142023.75	Resident	9.09
464	597603.10	4142010.79	Resident	9.79
465	597588.96	4142006.08	Resident	9.76
466	597566.57	4141995.47	Resident	9.64
467	597561.85	4142017.86	Resident	9.72
468	597574.82	4142028.47	Resident	9.73
469	597596.03	4142035.54	Resident	9.75
470	597607.82	4142036.72	Resident	9.49
471	597593.68	4142057.94	Resident	9.65
472	597587.78	4142052.04	Resident	9.75
473	597576.00	4142042.61	Resident	9.71
474	598274.94	4141551.11	Resident	15.20
475	598279.65	4141538.15	Resident	15.29
476	598279.65	4141525.18	Resident	15.31
477	598264.33	4141519.29	Resident	15.43
478	598259.62	4141534.61	Resident	15.37
479	598256.08	4141545.22	Resident	15.37
480	598227.79	4141539.33	Resident	15.28
481	598231.33	4141525.18	Resident	15.35
482	598238.40	4141512.22	Resident	15.46

Receptor Pathway

AERMOD

483	598216.01	4141507.50	Resident	15.30
484	598214.83	4141525.18	Resident	15.18
485	598207.75	4141539.33	Resident	15.16
486	598187.72	4141532.26	Resident	15.27
487	598187.72	4141516.93	Resident	15.24
488	598198.33	4141496.90	Resident	15.43
489	598164.14	4141505.15	Resident	15.15
490	598157.07	4141529.90	Resident	14.96
491	598170.04	4141496.90	Resident	15.23
492	598172.39	4141486.29	Resident	15.33
493	598180.65	4141465.07	Resident	15.25
494	598199.50	4141474.50	Resident	15.70
495	598216.01	4141482.75	Resident	15.76
496	598231.33	4141487.47	Resident	15.69
497	598245.47	4141489.82	Resident	15.85
498	598266.69	4141496.90	Resident	15.89
499	598282.01	4141498.07	Resident	15.90
500	598134.68	4141525.18	Resident	14.86
501	598137.04	4141511.04	Resident	14.87
502	598144.11	4141492.18	Resident	14.96
503	598147.64	4141480.39	Resident	15.02
504	598127.61	4141468.61	Resident	14.77
505	598122.89	4141486.29	Resident	14.76
506	598122.89	4141500.43	Resident	14.68
507	598113.46	4141526.36	Resident	14.53
508	598100.50	4141514.58	Resident	14.58
509	598102.85	4141495.72	Resident	14.62
510	598109.93	4141478.04	Resident	14.72
511	598112.28	4141465.07	Resident	14.71
512	598095.78	4141461.54	Resident	14.71
513	598085.17	4141481.57	Resident	14.63
514	598080.46	4141501.61	Resident	14.55
515	598078.10	4141514.58	Resident	14.45
516	598053.35	4141505.15	Resident	14.70
517	598059.24	4141491.00	Resident	14.71
518	598063.96	4141475.68	Resident	14.69
519	598069.85	4141459.18	Resident	14.59
520	598050.99	4141455.64	Resident	14.81

Receptor Pathway

AERMOD

521	598041.56	4141476.86	Resident	14.77
522	598033.31	4141496.90	Resident	14.65
523	598030.96	4141505.15	Resident	14.61
524	597997.95	4141495.72	Resident	14.65
525	598003.85	4141483.93	Resident	14.59
526	598012.10	4141465.07	Resident	14.60
527	598019.17	4141450.93	Resident	14.56
528	598003.85	4141447.39	Resident	14.61
529	597989.70	4141462.72	Resident	14.62
530	597986.17	4141486.29	Resident	14.60
531	597982.63	4141492.18	Resident	14.53
532	597963.77	4141486.29	Resident	14.58
533	597966.13	4141470.97	Resident	14.75
534	597972.02	4141458.00	Resident	14.63
535	597976.74	4141445.04	Resident	14.68
536	598121.06	4141441.43	Resident	15.04
537	598113.51	4141438.32	Resident	14.89
538	598115.28	4141430.32	Resident	14.86
539	598122.40	4141432.54	Resident	15.00
540	598125.51	4141420.54	Resident	15.06
541	598118.40	4141416.98	Resident	14.93
542	598122.84	4141393.42	Resident	14.94
543	598132.18	4141393.87	Resident	15.05
544	598134.84	4141385.87	Resident	15.03
545	598125.06	4141383.64	Resident	14.90
546	598127.73	4141376.53	Resident	14.92
547	598137.51	4141378.31	Resident	15.02
548	598091.28	4141433.43	Resident	14.66
549	598089.50	4141426.32	Resident	14.59
550	598079.72	4141428.99	Resident	14.59
551	598080.61	4141418.32	Resident	14.52
552	598067.27	4141426.32	Resident	14.56
553	598067.27	4141416.98	Resident	14.48
554	598059.27	4141423.65	Resident	14.54
555	598059.27	4141416.98	Resident	14.46
556	598050.83	4141421.87	Resident	14.52
557	598051.27	4141409.43	Resident	14.38
558	598035.71	4141418.32	Resident	14.36

Receptor Pathway

AERMOD

559	598037.05	4141409.87	Resident	14.28
560	598028.15	4141417.43	Resident	14.33
561	598028.60	4141408.98	Resident	14.25
562	598017.04	4141413.87	Resident	14.29
563	598017.49	4141408.09	Resident	14.24
564	598007.71	4141416.10	Resident	14.33
565	598008.59	4141404.09	Resident	14.18
566	597998.81	4141412.09	Resident	14.29
567	598000.59	4141404.09	Resident	14.17
568	598001.93	4141389.42	Resident	14.33
569	598006.82	4141373.42	Resident	14.42
570	598008.59	4141388.53	Resident	14.36
571	598010.82	4141381.87	Resident	14.45
572	598018.37	4141392.09	Resident	14.36
573	598020.15	4141382.76	Resident	14.45
574	598028.15	4141392.98	Resident	14.40
575	598028.60	4141384.53	Resident	14.46
576	598039.27	4141397.87	Resident	14.42
577	598040.60	4141389.42	Resident	14.52
578	598058.83	4141400.54	Resident	14.59
579	598059.27	4141394.31	Resident	14.67
580	598068.16	4141401.43	Resident	14.63
581	598068.16	4141389.42	Resident	14.74
582	598076.61	4141401.87	Resident	14.68
583	598075.72	4141393.87	Resident	14.73
584	598085.06	4141406.76	Resident	14.66
585	598085.06	4141397.87	Resident	14.74
586	598094.39	4141408.54	Resident	14.70
587	598098.39	4141398.31	Resident	14.81
588	598101.95	4141385.42	Resident	14.75
589	598103.28	4141374.75	Resident	14.71
590	598092.61	4141383.64	Resident	14.71
591	598093.06	4141372.53	Resident	14.65
592	598081.50	4141384.53	Resident	14.71
593	598081.94	4141372.09	Resident	14.59
594	598070.39	4141380.09	Resident	14.68
595	598070.83	4141371.64	Resident	14.55
596	598055.27	4141376.98	Resident	14.59

Receptor Pathway

AERMOD

597	598058.83	4141367.64	Resident	14.52
598	598046.38	4141375.64	Resident	14.49
599	598047.27	4141366.75	Resident	14.43
600	598038.82	4141372.53	Resident	14.43
601	598039.71	4141366.75	Resident	14.39
602	598030.82	4141371.20	Resident	14.42
603	598023.71	4141368.53	Resident	14.39
604	598009.48	4141369.42	Resident	14.42
605	598313.99	4141456.55	Resident	17.37
606	598315.33	4141447.21	Resident	17.41
607	598316.22	4141438.77	Resident	17.35
608	598317.55	4141432.10	Resident	17.29
609	598318.44	4141421.87	Resident	17.13
610	598338.89	4141424.10	Resident	17.29
611	598338.00	4141436.10	Resident	17.39
612	598336.66	4141444.99	Resident	17.49
613	598334.44	4141452.99	Resident	17.51
614	598333.55	4141459.22	Resident	17.47
615	598346.44	4141464.11	Resident	17.73
616	598353.56	4141452.99	Resident	17.62
617	598353.11	4141449.88	Resident	17.61
618	598353.56	4141441.88	Resident	17.56
619	598355.78	4141430.32	Resident	17.48
620	598380.67	4141433.43	Resident	17.56
621	598374.01	4141443.21	Resident	17.62
622	598372.23	4141453.44	Resident	17.66
623	598369.56	4141459.66	Resident	17.67
624	598368.23	4141466.33	Resident	17.71
625	598386.90	4141469.88	Resident	17.92
626	598385.12	4141461.88	Resident	17.89
627	598390.45	4141456.10	Resident	17.82
628	598390.90	4141449.44	Resident	17.76
629	598391.34	4141439.66	Resident	17.66
630	598429.57	4141445.88	Resident	17.85
631	598428.24	4141456.10	Resident	17.97
632	598428.24	4141462.33	Resident	17.98
633	598423.79	4141471.66	Resident	18.04
634	598424.24	4141479.22	Resident	18.04

Receptor Pathway

AERMOD

635	598318.88	4141406.76	Resident	17.09
636	598322.44	4141406.76	Resident	17.15
637	598328.66	4141408.09	Resident	17.19
638	598336.66	4141408.54	Resident	17.26
639	598344.22	4141411.21	Resident	17.36
640	598351.33	4141412.98	Resident	17.42
641	598360.67	4141413.43	Resident	17.47
642	598364.67	4141417.43	Resident	17.48
643	598374.89	4141417.43	Resident	17.52
644	598379.78	4141421.87	Resident	17.54
645	598390.90	4141421.87	Resident	17.61
646	598401.57	4141427.65	Resident	17.66
647	598407.79	4141429.88	Resident	17.74
648	598018.82	4141497.45	Resident	14.60
649	598019.26	4141485.00	Resident	14.61
650	598022.82	4141473.00	Resident	14.67
651	598029.04	4141455.21	Resident	14.70
652	598045.05	4141464.99	Resident	14.84
653	598038.38	4141488.56	Resident	14.70
654	597990.37	4141474.33	Resident	14.64
655	597993.04	4141452.10	Resident	14.62
656	598159.74	4141518.34	Resident	15.10
657	598188.63	4141508.12	Resident	15.27
658	598253.98	4141492.11	Resident	15.90
659	598078.83	4141463.22	Resident	14.61
660	598074.83	4141478.33	Resident	14.65
661	598069.50	4141495.67	Resident	14.67
662	598065.05	4141511.23	Resident	14.64
663	598232.76	4141990.39	Workers	15.86
664	598267.43	4142015.66	Workers	15.69
665	598273.31	4142004.50	Workers	15.45
666	598289.77	4141986.28	Workers	15.27
667	598297.41	4141974.52	Workers	15.28
668	598309.16	4141958.07	Workers	15.19
669	598324.44	4141943.97	Workers	15.42
670	598339.13	4141929.27	Workers	15.93
671	598250.84	4142003.35	Workers	16.13
672	597753.57	4141535.07	Workers	10.40

Receptor Pathway

AERMOD

673	597768.25	4141502.05	Workers	10.44
674	598371.38	4142045.30	Workers	16.36
675	598375.50	4142026.48	Workers	16.37

Plant Boundary Receptors

Receptor Groups

Record Number	Group ID	Group Description
1	Workers	Workers
2	Resident	Residents

Meteorology Pathway

AERMOD

Met Input Data

Surface Met Data

Filename: ..\MET data\SANJOSE13_17.SFC

Format Type: Default AERMET format

Profile Met Data

Filename: ..\MET data\SANJOSE13_17.PFL

Format Type: Default AERMET format

Wind Speed



Wind Speeds are Vector Mean (Not Scalar Means)

Wind Direction

Rotation Adjustment [deg]:

Potential Temperature Profile

Base Elevation above MSL (for Primary Met Tower): 15.50 [m]

Meteorological Station Data

Stations	Station No.	Year	X Coordinate [m]	Y Coordinate [m]	Station Name
Surface		2013			
Upper Air		2013			OAKLAND/WSO AP

Data Period

Data Period to Process

Start Date: 1/1/2013

Start Hour: 1

End Date: 12/31/2017

End Hour: 24

Wind Speed Categories

Stability Category	Wind Speed [m/s]	Stability Category	Wind Speed [m/s]
A	1.54	D	8.23
B	3.09	E	10.8
C	5.14	F	No Upper Bound

Output Pathway

AERMOD

Tabular Printed Outputs

Short Term Averaging Period	RECTABLE Highest Values Table										MAXTABLE Maximum Values Table	DAYTABLE Daily Values Table
	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th		
1												No

Contour Plot Files (PLOTFILE)

Path for PLOTFILES: ConHRA2.AD

Averaging Period	Source Group ID	High Value	File Name
Period	DPM		DPM_PE.PLT
Period	PM25		PM25_PE.PLT

Results Summary

1000 Gibraltar Warehouse
DPM Construction HRA

PM10 - Concentration - Source Group: DPM

Averaging Period	Rank	Peak	Units	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.01599	ug/m^3	597965.95	4142098.36	10.91	0.00	10.91	

PM10 - Concentration - Source Group: PM25

Averaging Period	Rank	Peak	Units	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
PERIOD		0.03698	ug/m^3	597965.95	4142098.36	10.91	0.00	10.91	

HEALTH RISK ASSESSMENT CALCULATIONS

1000 Gibraltar Warehouse Project

The health risk assessment (HRA) was conducted utilizing the American Meteorological Society/United States Environmental Protection Agency (EPA) Regulatory Model (AERMOD) (Version 24142 and ARB's Hot Spots Analysis and Reporting Program Version 2 (HARP2) Version 2 (22188 dated April 28, 2022) to automatically calculate risks for the projects using OEHHA promulgated cancer potency and reference exposure levels (RELs). HARP2 is the recommended model for calculating and presenting HRA results because it follows the district's risk assessment guidance methodology and is consistent with the Bay Area Air Quality Management District (Bay Area Air District)'s Regulation 2-5. Since AERMOD was run with project emission rates to directly calculate potential DPM and PM_{2.5} concentrations, the Health Risk Assessment Standalone Tool (RAST) version of HARP2 was used.

The HRA follows the Bay Area Air District's CEQA Guidelines based on OEHHA 2015 AB2588 Hot Spots Guidance. This risk assessment intake methodology addresses children's greater sensitivity and health impacts from early exposure to carcinogenic compounds. The chemical intake or dose describing the frequency and duration of the exposure is estimated using receptor's breathing rates, exposure duration, and exposure frequency. The calculations include the use of age-specific weighting factors, breathing rates, fraction of time at home, and reduced exposure durations.

The dispersion and exposure modeling is described below, including a summary of the HARP2 HRA inputs and cancer and noncancer risk results for selected for each receptor group (i.e., resident, off-site worker, and student).

AERMOD Inputs — The AERMOD software was utilized to predict the ground level concentrations resulting from the emissions of Diesel Particulate Matter (DPM) (represented as PM₁₀ exhaust) and total PM_{2.5} from associated with construction activities. The modeling utilized Urban dispersion coefficients and Bay Area Air District-provided meteorological data from the San José Mineta International Airport meteorological station (KSJC) from 2013 – 2017. The modeling included both emissions generated at the project site and those generated along the anticipated haul roads within approximately 1,000 feet of the site boundary. Diesel particulate emissions are characterized by an area source with a height of 5 meters to account for the height of the construction exhaust from the off-road equipment. Roadway emissions were modeled as line-volume sources or adjacent volume sources. PM_{2.5} emissions were modeled similarly, per the Bay Area Air District guidance which permits PM_{2.5} Dust to be modeled along with PM_{2.5} Exhaust.

Emissions were modeled only during the hours of 8 AM – 5 PM (with a one-hour break for lunch) Monday to Friday. DPM Emission rates were obtained from CalEEMod using emissions from PM₁₀ exhaust from diesel vehicles and off-road construction equipment exhaust. PM_{2.5} emissions were calculated for the maximum annual period (first year of construction) and includes PM_{2.5} from off-road construction equipment exhaust, material handling as well as on-road exhaust, brake and tire wear, and re-entrained road dust.

Age Sensitivity Factors – Studies have shown that young animals are more sensitive than adult animals to exposure to many carcinogens.¹ Therefore, OEHHA developed age sensitivity factors (ASFs) to account for the increased sensitivity to carcinogens during early-in-life exposures. Accordingly, the cancer risk methodology applies different ASFs by age groups. The ASFs utilized a 10-fold multiplier in sensitivity for the third trimester and infants less than age 2, a 3-fold increase in sensitivity for children ages 2 to 16 years old, and a sensitivity factor of 1 for ages 16 and older.

Daily breathing rates (age-specific daily air intake) – For residential receptors, the HRA utilizes the 95th percentile breathing rates for the most sensitive age groups (less than 2 years of age) and 80th percentile for all other age groups. This approach jointly developed by ARB and CAPCOA² and adopted by the Bay Area Air District³ is referred to as the “Risk Management Policy” and was developed to consider the new science in risk assessment while providing a reasonable estimate of potential cancer risk for risk management decisions and used in this HRA. The HRA uses 95th percentile 8-hour breathing rates for moderate intensity activities for worker and student exposure.⁴

Time at home – The time at home applies only applies to residential receptors. Residents are assumed to be at home 350 days per year, which assumes individuals are away for approximately 2 weeks of vacation. The fraction of time at home refers to the estimated amount of time residents stay at home during these 350 days. The HRA uses the OEHHA and BAAQMD recommended values of 73 percent time at home for 16-year-olds and above based on population and activity statistics. The HRA also assumes 100 percent time at home for receptors under age 16 to address exposures at local schools close to emitting sources. Even though infants and children may not be at their residence all the time, they are likely to remain in the neighborhood (at schools or neighbors) and would be exposed to similar levels of the pollutants.

Exposure Duration - OEHHA 2015 guidelines specify a 30-year residential exposure duration for estimating cancer risk at the maximum exposed individual resident (MEIR). This is based on studies showing that 30 years is a reasonable estimate of the 90th to 95th percentile of residency duration in the population. A 25-year standard exposure duration is the default to estimate cancer risk for off-site workers. However, risk assessors can use other exposure durations with proper justification and documentation. For example, short-term projects (e.g., construction projects) can now be evaluated for as short a duration as 6 months. The risks for the proposed project were assessed for the construction

¹ Office of Environmental Health Hazard Assessment (OEHHA). 2009. Technical Support Document for Cancer Potency Factors 200. June 2009, http://www.oehha.ca.gov/air/hot_spots/tsd052909.html Accessed August 1, 2025

² California Air Resources Board (ARB) and California Air Pollution Control Officers Association (CAPCOA). 2015. Risk Management Guidance for Stationary Sources of Air Toxics. July 23. Website: <https://ww2.arb.ca.gov/sites/default/files/classic/toxics/rma/rmgssat.pdf>. Accessed April 8, 2025.

³ Bay Area Air Quality Management District (BAAQMD). 2022. California Environmental Quality Act – Air Quality Guidelines Appendix E: Recommended Methods for Screening and Modeling Local Risks and Hazards. Website: https://www.baaqmd.gov/~/_media/files/planning-and-research/ceqa/ceqa-guidelines-2022/appendix-e-recommended-methods-for-screening-and-modeling-local-risks-and-hazards_final-pdf.pdf?rev=b8917a27345a4a629fc18fc8650951e4&sc_lang=en. Accessed April 8, 2025.

⁴ Office of Environmental Health Hazard Assessment (OEHHA). 2015. The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. Website: <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf>. Accessed April 8, 2025.

period from September 2025 to November 2026 over a construction schedule of 326 working days or 1.25 calendar years.

Residential Cancer Risk

Cancer risk for individual resident receptors exposed to DPM were calculated utilizing the “Risk Management Policy” option for inhalation, specifying that residents spend 100 percent time at home for ages less than 16 years old. Consistent with OEHHA guidance, the start of residential exposure was assumed to occur in the third trimester (-0.25 years) to accommodate the increased susceptibility of exposures in early life. As per OEHHA and the Bay Area Air District guidelines, the residential exposure starts with the unborn child at the third trimester or -0.25 years (when construction begins) and continues until the child is 1 years of age. Because there are no significant sources of TAC emissions during operations, the exposure assessment is limited to the duration of the proposed project construction or 1.25 years.

Residential receptors included the nearest residences to the project site in all directions within the 1,000-foot zone from the project site.

Worker Cancer Risk

Cancer risk was calculated for the maximum impacted off-site worker based on the maximum DPM concentration at identified off-site receptors. HARP utilizes 8-hour breathing rates for moderate intensity activities of 240 L/kg-8 hrs (applicable to 16–30-year adults) to calculate the daily dose via the inhalation route to the worker. The analysis assumes a start age of 16 years and an exposure duration equivalent to the construction duration of 1.25 years.

The WAF is used to adjust the AERMOD estimated long-term concentration such that it is based only on the hours when the worker is present. For this project, assuming the emitting source and worker’s schedules are the same, the adjustment factor is $4.2 = (24 \text{ hours per day} / 8 \text{ hours per shift}) \times (7 \text{ days in a week} / 5 \text{ days in a work week})$.

Noncancer Chronic Health Risks

The potential non-cancer health impacts resulting from exposure to toxic substances usually lasting from one year to a lifetime. The total hazard index includes the sum of hazard indices for pollutants with non-cancer health effects that have the same or similar adverse health effects (endpoints). A chronic hazard index is calculated by dividing the annual average concentration of a toxic pollutant by the chronic reference exposure level for that pollutant.⁵ Accordingly, the chronic non-cancer health index is derived by dividing the DPM concentration by the chronic REL of $5\mu\text{g}/\text{m}^3$.⁶

HARP2 Inputs and Results

⁵ California Air Resources Board. 2025. Emission Inventory and Risk Glossary. Website: <https://ww2.arb.ca.gov/emission-inventory-and-risk-glossary-0>. Accessed August 4, 2025.

⁶ Office of Environmental Health Hazard Assessment (OEHHA). 2025. Chemicals – Diesel Exhaust Particulate. Website: <https://oehha.ca.gov/chemicals/diesel-exhaust-particulate>. Accessed August 4, 2025.

HARP2 Output files are included to document the HRA exposure parameters and risk results.

HARP2 inputs and results are included for the following receptor/exposure scenarios for the Unmitigated emissions:

- Residential Cancer Risk – Maximum Exposed Individual Resident (MEIR)
- Worker Cancer Risk – Maximum Exposed Individual Worker (MEIW)

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Health Risk Summary of HARP2 Results

Resident Risks - DPM

Maximum Risk	RISK_SUM	Cancer Risk/million	MAXHI NonCancer Chronic	MAXHI Acute
	8.64E-07	0.86433	0.000972	0

Maximally Exposed Individual Receptor

	X	Y
MEI UTM	598274.94	4141551.11

HARP File Name

*HARP - HRACalc v22118 7/16/2025 2:09:51 PM - Cancer Risk - Input File: F:\Jobs\18980015\ConHRA2\HARP2\MEIRHRAInput.hra

RECEPTOR	X	Y	CONC	RISK_SUM	SCENARIO	CHRONIC HI
1	598274.94	4141551.11	0.00486	8.64E-07	1YrCancerDerived_Inh_FAH16to70	0.000972

GLCs loaded successfully
Pollutants loaded successfully

RISK SCENARIO SETTINGS

Receptor Type: Resident
Scenario: Cancer
Calculation Method: Derived

EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: -0.25
Total Exposure Duration: 1

Exposure Duration Bin Distribution
3rd Trimester Bin: 0.25
0<2 Years Bin: 1
2<9 Years Bin: 0
2<16 Years Bin: 0
16<30 Years Bin: 0
16 to 70 Years Bin: 0

PATHWAYS ENABLED

NOTE: Inhalation is always enabled and used for all assessments. The remaining pathways are only used for cancer and noncancer chronic assessments.

Inhalation: True
Soil: False
Dermal: False
Mother's milk: False
Water: False
Fish: False
Homegrown crops: False
Beef: False
Dairy: False
Pig: False
Chicken: False
Egg: False

INHALATION

Daily breathing rate: LongTerm24HR

Worker Adjustment Factors
Worker adjustment factors enabled: NO

Fraction at time at home
3rd Trimester to 16 years: OFF
16 years to 70 years: ON

TIER 2 SETTINGS

Tier2 adjustments were used in this assessment. Please see the input file for details.
Tier2 - What was changed: ED or start age changed|
Calculating cancer risk
Cancer risk saved to: F:\Jobs\18980015\ConHRA2\HARP2\MEIRCancerRisk.csv
HRA ran successfully

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Health Risk Summary of HARP2 Results

Worker Risks - DPM

Maximum Risk	RISK_SUM	Cancer Risk/million	MAXHI NonCancer Chronic	MAXHI Acute
	2.17E-07	0.21685	0.003198	0

Maximally Exposed Individual Receptor

	X	Y
MEI UTM	597965.95	4142098.36

HARP File Name

*HARP - HRACalc v22118 7/16/2025 2:19:09 PM - Cancer Risk - Input File: F:\Jobs\18980015\ConHRA2\HARP2\MEIWHRAInput.hra

RECEPTOR	X	Y	CONC	RISK_SUM	SCENARIO	CHRONIC HI
1	597965.95	4142098.36	0.01599	2.17E-07	1.25YrCancerHighEnd_Inh	0.003198

GLCs loaded successfully
Pollutants loaded successfully

RISK SCENARIO SETTINGS

Receptor Type: Worker
Scenario: Cancer
Calculation Method: HighEnd

EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: 16
Total Exposure Duration: 1.25

Exposure Duration Bin Distribution
3rd Trimester Bin: 0
0<2 Years Bin: 0
2<9 Years Bin: 0
2<16 Years Bin: 0
16<30 Years Bin: 1.25
16 to 70 Years Bin: 0

PATHWAYS ENABLED

NOTE: Inhalation is always enabled and used for all assessments. The remaining pathways are only used for cancer and noncancer chronic assessments.

Inhalation: True
Soil: False
Dermal: False
Mother's milk: False
Water: False
Fish: False
Homegrown crops: False
Beef: False
Dairy: False
Pig: False
Chicken: False
Egg: False

INHALATION

Daily breathing rate: Moderate8HR

****Worker Adjustment Factors****
NOTE: The worker adjustment factors below are only used for cancer assessments. However, the GLC adjustment factor is also applied to 8-hr noncancer chronic assessments.
Worker adjustments factors enabled: YES
GLC adjustment factor: 4.2
Exposure frequency: 250

****Fraction at time at home****
3rd Trimester to 16 years: OFF
16 years to 70 years: OFF

TIER 2 SETTINGS

Tier2 adjustments were used in this assessment. Please see the input file for details.
Tier2 - What was changed: ED or start age changed |
Calculating cancer risk
Cancer risk saved to: F:\Jobs\18980015\ConHRA2\HARP2\MEIWCancerRisk.csv
HRA ran successfully



Area : 8,932,752.8 ft²

Map data © OpenStreetMap contributors, CC-BY-SA.

Summary

Name	Count	Area(ft ²)	Length(ft)
Permitted Stationary Sources	7	N/A	N/A

Permitted Stationary Sources

#	Address	Cancer_Ris	Chronic_Ha	City	County
1	847 Gibraltar Drive	1.03	0.00	Milpitas	Santa Clara
2	963 Ames Avenue	0.00	0.01	Milpitas	Santa Clara
3	960 Ames Avenue	0.00	0.01	Milpitas	Santa Clara
4	954 So Milpitas Blvd	0.02	0.00	Milpitas	Santa Clara
5	1010 So Milpitas Blvd	0.00	0.00	Milpitas	Santa Clara
6	930 Ames Ave	0.06	0.00	Milpitas	Santa Clara
7	800 Ames Ave	2.31	0.01	Milpitas	Santa Clara

#	Details	Facility_I	Facility_N	Latitude	Longitude
1	No Data	7441	Flex	37.42	-121.89
2	No Data	3156	Quality Transformer & Electronics	37.42	-121.89
3	No Data	18388	Evoqua Water Technologies	37.42	-121.89
4	No Data	19840	Universal Industrial Finishing	37.42	-121.89
5	No Data	21180	Eco Office Inc	37.42	-121.89
6	Gas Dispensing Facility	109668-1	Balch Petroleum	37.42	-121.89
7	Gas Dispensing Facility	110788-1	Flyers #401	37.42	-121.89

#	NAICS	NAICS_Indu	NAICS_Sect	NAICS_Subs	PM25
1	334220	Radio and Television Broadcasting and Wireless Communications Equipment Manufacturing	Manufacturing	Computer and Electronic Product Manufacturing	0.02
2	335311	Power, Distribution, and Specialty Transformer Manufacturing	Manufacturing	Electrical Equipment, Appliance, and Component Manufacturing	0.00
3	312229	Other Tobacco Product Manufacturing	Manufacturing	Beverage and Tobacco Product Manufacturing	0.12
4	332812	Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers	Manufacturing	Fabricated Metal Product Manufacturing	0.00
5	811420	Reupholstery and Furniture Repair	Other Services (except Public Administration)	Repair and Maintenance	0.00
6	447110	Gasoline Stations with Convenience Stores	Retail Trade	Gasoline Stations	0.00
7	424720	Petroleum and Petroleum Products Merchant Wholesalers (except Bulk Stations and Terminals)	Wholesale Trade	Merchant Wholesalers, Nondurable Goods	0.00

#	State	Zip	Count
1	CA	95035	1
2	CA	95035	1
3	CA	95035	1
4	CA	95035	1
5	CA	95035	1
6	CA	95035	1
7	CA	95035	1

NOTE: A larger buffer than 1,000 may be warranted depending on proximity to significant sources.

1000 Gibraltar Warehouse

Cumulative Health Risks from Roads and Rails

UTMX	UTMY	Road Cancer Risk	Road Chronic HI	Road PM2.5	Rail Cancer Risk
597966	4142098	5.724932671	0.017351089	0.121391229	0.340768605

Data Provided By: BAAQMD as raster file (.tif) datasets

Roadway Screening Tool - Cancer Risk Last Updated December 8 2022

Roadway Screening Tool - Chronic Hazard Last Updated December 8 2022

Roadway Screening Tool - PM2.5 Last Updated December 8 2022

Rail Screening Tool - Cancer Risk Last Updated January 30 2023

Rail Screening Tool - Chronic Hazard Last Updated January 30 2023

Rail Screening Tool - PM2.5 Last Updated January 30 2023

Rail Chronic HI	Rail PM2.5
9.15E-05	0.000430136



Climate Action Plan Consistency Review Checklist

Introduction

The City of Milpitas (City) adopted a Climate Action Plan Update (CAP Update) in 2022. The CAP Update outlines strategies and measures that the City will undertake to achieve its proportional share of State greenhouse gas (GHG) emissions reduction targets. The purpose of the CAP Consistency Checklist (Checklist), in conjunction with the CAP Update, is to provide a streamlined review process for all proposed development projects that are subject to discretionary review and/or trigger environmental review pursuant to the California Environmental Quality Act (CEQA).

Analysis of GHG emissions and potential climate change impacts from new development is required under CEQA. The City's CAP Update is a qualified GHG emissions reduction plan in accordance with State CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the CAP Update.

The purpose of this Checklist is to implement GHG reduction measures from the CAP Update that apply to new discretionary development projects. New development that demonstrates consistency with relevant CAP Update strategies and the City's General Plan 2040 and would not conflict with the City's ability to achieve the identified GHG reduction targets through implementation of applicable measures. Projects that are consistent with the CAP Update, as determined through the use of this Checklist, may rely on the CAP Update and its associated CEQA documentation for the cumulative impact analysis of GHG emissions. Projects that are not consistent with the CAP Update must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and incorporation of the measures in this Checklist to the extent feasible. Projects that are unable to meet the requirements of this Checklist should look to alternative compliance approaches to GHG analyses using the Bay Area Air Quality Management District's CEQA Guidelines. Cumulative GHG impacts would be significant for any project that is not consistent with the CAP Update.

This Checklist may be updated periodically to incorporate new GHG reduction techniques or to comply with later amendments to the CAP Update or local, State, or federal law. Comprehensive updates to this Checklist will be coordinated with each subsequent CAP update. Administrative updates to the Checklist may occur regularly, as necessary for the purpose of keeping the Checklist up-to-date and implementable.

Applicability and Procedures

This Checklist is required only for discretionary projects¹ that are subject to and not exempt from CEQA. Projects that are exempt from CEQA are deemed to be consistent with the City's CAP Update, and no further review is necessary, with the exception of a Class 32 "In-Fill Development Projects" categorical exemption (State CEQA Guidelines Section 15332), for which projects are required to demonstrate consistency with the CAP Update through this Checklist.

General procedures for Checklist compliance and review are described below. Specific guidance is also provided under each of the questions in the Checklist.

- Project applicant completes the Checklist and submits to the City's Planning Department as part of the project's conditions of approval. Refer to the City's [Development Review Handbook](#) for details on the development review process.
- The City's Planning Department, Building Safety & Housing Department, and Public Works Department review the Checklist and make determinations regarding environmental review requirements under CEQA.
- The specific applicable requirements outlined in the Checklist shall be required as conditions of project approval.
- The project applicant must provide written documentation and supporting evidence that demonstrate how the proposed project would implement each applicable Checklist requirement described herein to the satisfaction of the Planning Department, Building Safety & Housing Department, and Public Works Department.
- If a measure is deemed not applicable for reasons other than those outlined in each question or if an exemption does not apply, supporting evidence will need to be provided by the project applicant and would be subject to Planning Department approval. A project may be determined to be inconsistent with the CAP Update if lack of compliance is deemed to be not supported by credible evidence.
- Development projects requiring discretionary review that cannot demonstrate consistency with the CAP Update using this Checklist shall prepare a separate, project-level GHG analysis as part of the CEQA document prepared for the project.

¹ In this context, a project is any action that meets the definition of a "Project" in Section 15378 of the State CEQA Guidelines.

Application Information

Contact Information

Project Name: SSD-SSJ1 - Milpitas
Property Address and APN: 1000 Gibraltar Dr. Milpitas, CA 95035 (APN: 086-42-33)
Applicant Name and Co.: CDP Development, Inc. - Todd Chandler
Contact Phone: 916-379-3105 Contact Email: tchandler@panattoni.com

Was a consultant retained to complete this checklist? ☐ Yes ☒ No
If Yes, complete the following:

Consultant Name: _____ Contact Phone: _____
Company Name: _____ Contact Email: _____

Project Information

1. What is the size of the project site (gross acres)? 1,261,301 sq.ft.
2. What are the existing General Plan/zoning designation(s) for the project site (as stated in the Milpitas General Plan 2040)? General Plan: MFG - Manufacturing Zone: M2 - Heavy Industrial District
2. Identify all applicable proposed land uses:
- ☐ Residential (indicate # of single-family dwelling units): _____
 - ☐ Residential (indicate # of multi-family dwelling units): _____
 - ☐ Commercial (indicate total square footage): _____
 - ☒ Industrial (indicate total square footage): 1,261,301 sq.ft.
 - ☐ Other (describe): _____

3. Provide a description of the project proposed. This description should match the basic project description used for the CEQA document. The description may be attached to the Checklist if there are space constraints.

The proposed project would involve an addendum to the certified EIR for a 491,040-square foot warehouse on 1000 Gibraltar Drive in Milpitas, CA to develop a 487,564 square foot same-day fulfillment center and 7,844 square foot office at the same project site.

General Plan Land Use Consistency

The first step in determining CAP Update consistency for a discretionary development project is to assess the project's consistency with the land use assumptions in the Milpitas General Plan 2040 and zoning designations, which were used to calculate the future GHG emissions forecasts and targets for the CAP Update. If the proposed project is consistent with applicable General Plan and zoning designations, the proposed project may be determined to be within the scope of emissions covered under the CAP Update.

If the project is not consistent with the Milpitas General Plan 2040 and zoning designations, it is possible that the land use changes required for the project could still be consistent with the growth projections used in the CAP Update depending upon the level of proposed changes. The questions below must be completed, as applicable, to determine whether the project is consistent with the City's General Plan 2040 and zoning designations and related GHG emissions forecasts and targets.

General Plan Land Use Consistency		
Checklist Item (Check the appropriate box and provide an explanation and supporting documentation for your answer)	Yes	No
1. Are the proposed land uses in the project consistent with the Milpitas General Plan 2040 land use and zoning designations? If "Yes" is selected, please skip to the CAP Measures Consistency section of the checklist. If "No" is selected, please proceed to question 2.	☒	☐
2. Is a General Plan amendment and/or rezoning required for the project? If "No" is selected, please skip to the CAP Measures Consistency section of the checklist. If "Yes" is selected, please proceed to question 3.	☐	☒
3. If the proposed project is not consistent with the General Plan land use or zoning designations, does the project include a land use plan and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project when compared to the existing designations? If "Yes" is selected, please attach to this checklist the estimate project emissions under both existing and proposed designation(s) for comparison. Compare the maximum buildout of the existing designation and the	☐	☐

General Plan Land Use Consistency		
Checklist Item (Check the appropriate box and provide an explanation and supporting documentation for your answer)	Yes	No
maximum buildout of the proposed designation. If the proposed project is determined to result in an equivalent or less GHG-intensive project when compared to the existing designations, proceed to the CAP Measures Consistency section of the checklist. If "No" is selected, the applicant must conduct a full GHG impact analysis for the project as part of the CEQA process. The project shall incorporate each of the applicable measures identified in the CAP Measures Consistency section of the checklist to mitigate cumulative GHG emissions impacts.		

CAP Measures Consistency

The goal of the CAP consistency review process is to evaluate a project's consistency with the applicable strategies and measures of the CAP Update and General Plan 2040. Each Checklist item is associated with a specific GHG reduction measure in the City's CAP Update. "N/A" should only be checked based on the direction provided in each Checklist Item question. All projects for which the measure is applicable must demonstrate that they would implement measures consistent with the Checklist item, or fully substantiate how the item would be infeasible for project implementation. "N/A" responses are subject to Planning Department review and approval. If "No" is provided as a response to a question, the project would be determined to be inconsistent with the CAP Update and General Plan 2040 and result in a significant GHG impact.

CAP Measures Consistency		
Checklist Item (Check the appropriate box and provide an explanation and supporting documentation for your answer)	Yes	No
1. All-Electric New Buildings (CAP Measure BE-2.1) a) Will the project use electricity as the source of energy for: ▪ space heating, ▪ water heating, ▪ fireplaces, ▪ electric vehicle charging ▪ cooking appliances, and ▪ clothes drying appliances?	☒	☐
b) Will the project install natural gas infrastructure? If "No" is selected in question 1(a), please skip to question 2(a).	☒	☐
c) If the requirements above in questions 1(a)-(b) cannot be met, will the project comply with 2022 Building Energy Efficiency Standards and install electrical conduit and wiring sufficient to operate electrical appliances?	☐	☐

CAP Measures Consistency

Checklist Item (Check the appropriate box and provide an explanation and supporting documentation for your answer)		Yes	No
2. Clean Energy (CAP Measure BE-1.1)			
a) Will the project install onsite renewable energy and storage systems capable of meeting anticipated building energy consumption? If "Yes" was selected in question 2(a), no further answers are required.		☒	☐
b) If "No" was selected in question 2(a), will the project require residents/tenants/occupants to participate in a group-buy solar and storage program or opt in to Silicon Valley Clean Energy's carbon-free electricity option?		☐	☐
c) Will the project include a parking structure? If "No" was selected in question 2(c), no further answers are required.		☐	☐
d) If "Yes" was selected in question 2(c), will the project install solar photovoltaics on the parking structure if the structure is above ground?		☐	☐
e) Will the project include heated swimming pools? If "No" was selected in question 2(e), no further answers are required.		☐	☐
f) If "Yes" was selected in question 2(e), will the pool heaters be solar powered?		☐	☐
g) If the requirements above in questions 2(b), (d), and/or (f) cannot be met, do one of the following exceptions apply?		☐	☐
▪ Practical challenges to make satisfaction of the requirements infeasible.		☐	☐
▪ Alternate on-site renewable source used to satisfy measure.		☐	☐
▪ Procurement of renewable electricity.		☐	☐
▪ Ground mounted solar installations as voluntary alternative.		☐	☐
▪ Excludes value of aesthetic exterior alterations from permit valuation.		☐	☐

CAP Measures Consistency

Checklist Item

(Check the appropriate box and provide an explanation and supporting documentation for your answer)

Yes

No

Please substantiate answer selections for question 2:

The roof top PV and exterior battery in compliance with California Energy Code requirements will be installed

3. Sustainable Transportation and Land Use Planning (CAP Measure TR-1.1)

- a) Will the project achieve a 15 percent reduction in per capita vehicle miles traveled (VMT) compared to the baseline conditions as defined in the City's SB 743 guidelines?



Please substantiate answer selections for question 3:

The proposed project would locate a new delivery center closer to the user's customers, resulting in a reduction of 15,034 VMT per day in comparison to existing conditions. The reduction in overall delivery VMT would outweigh the new VMT generated by commuter trips and line-haul truck trips, resulting in a Total VMT per Capita that is below the City threshold of 14.91 for employment-generating projects. To mitigate impacts to commuter VMT, which currently are above City threshold at 16.42 per person, the proposed project would implement TDM strategies to reduce these impacts below City thresholds.

4. Electric Vehicle Infrastructure (CAP Measure TR-2.1)

- a) Will the project install electric vehicle (EV) charging infrastructure consistent with Chapter 19 of the City's Municipal Code (Green Buildings Standard Code)?



CAP Measures Consistency		
Checklist Item (Check the appropriate box and provide an explanation and supporting documentation for your answer)	Yes	No

Please substantiate answer selections for question 4:

5. Reduce Vehicle Idling (CAP Measure TR-2.3)		
a) Will the project include loading docks? If “No” was selected in question 5(a), no further answers are required.	☒	☐
b) If “Yes” was selected in question 5(a), will there be sufficient electrical power sufficient to support delivery trucks and associated equipment to reduce vehicle idling when making deliveries?	☒	☐

Please substantiate answer selections for question 5:

6. Active Transportation Options (CAP Measure TR-3.3)		
a) Does the project include land uses other than single-family residential? If “No” was selected in question 6(a), no further answers are required.	☒	☐
b) If “Yes” was selected in question 6(a), will short-term and long-term bicycle parking facilities be provided that comply with the City’s standards for bicycle parking facilities?	☒	☐
c) If the project included nonresidential development, will the project provide “end-of-trip” facilities for	☒	☐

9. Landscape Equipment (CAP Measure OT-1.1) a) Will the project install sufficient exterior electrical outlets to charge electric-powered landscaping equipment?	☐	☒
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Please substantiate answer selections for question 9:

10. Water Conservation (CAP Measure WA-1.1) a) Will the project install ultra-low-flow water fixtures?	☒	☐
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Please substantiate answer selections for question 10:

Yes, ultra low-flow water fixtures will be installed for this project. New plumbing fixtures and fittings shall not exceed the maximum allowable flow rate specified in Table 5.303.2.2 (CALGREEN 5.303.2)

11. Landscaping (CAP Measure WA-1.2) a) Will the project use drought-tolerant, water-conserving, and/or native landscaping?	☒	☐
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Please substantiate answer selections for question 11:

All plants are designated low water use per WUCOLS and/or native drought tolerant.

12. Recycled Water (CAP Measure WA-1.3) a) If the project is located along the city's recycled water system (i.e., within the Transit Area Specific Plan planning area), will the project use recycled water for landscape irrigation?	☒	☐
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b) Will the project include a separate piping system for recycled water (i.e., "purple pipes") for irrigation and outdoor water use?	☒	☐
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Please substantiate answer selections for question 12:

Landscape irrigation utilizes recycled/reclaimed water on a designated purple pipe system

13. Heat Island Effect (CAP Measure CS-1.2)	☐	☐
a) Will the project install cool pavements?	☐	☐
b) Will the project plant low-maintenance and drought-tolerant landscaping?	☒	☐
c) Will the project plant shade trees?	☒	☐
d) Will the project include surface parking lot(s)? If "No" was selected in question 13(d), no further answers are required.	☒	☐
e) If "Yes" was selected in question 13(d), will the project reduce heat gain from surface parking lot(s) by a minimum of 50% of the project site's hardscape?	☐	☒

Please substantiate answer selections for question 13:

Low maintenance, drought tolerant landscape specified for project. Shade trees with mature canopy widths forty feet and greater have been added in all landscape islands of parking and around the perimeter of the parking area to provide shade and reduce Heat Island Effect. To meet a minimum of 50% requirement, we need to increase parking islands in the parking lot.

14. Energy and Telecommunications Infrastructure (CAP Adaptation Measure 2.5)	☒	☐
a) Will the project include new power and telecommunications lines and/or transformers? If "No" was selected in question 14(a), no further answers are required.	☒	☐

b) If "Yes" was selected in question 14(a), will the project underground power and telecommunications lines and/or transformers?	☒	☐
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Please substantiate answer selections for question 14:

Yes, the project will have transformers located on the east side of the building, and the routing will be underground, going towards South Milpitas Boulevard.

15. Flooding Impacts (CAP Adaptation Measure 3.2) a) Is the project located near San Francisco Bay or at flooding risk from local waterways which discharge to San Francisco Bay?	☒	☐
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Please substantiate answer selections for question 15:

The project site is approximately 6.75 miles southeast of San Francisco Bay, South. The nearest receiving water body is Coyote Creek, which is approximately 1.8 miles west of the project site. This site is located in a Flood Zone "X-Shaded" area, which indicates areas with moderate-to-low flood risk.

1000 Gibraltar Warehouse

Construction Equipment - Unmitigated

18.5 gal/bhp-hr

0.054 bhp-hr/gal

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor	Days	bhp-hr	gallons
Demolition	Concrete/Industrial Saws	Diesel	Average	4	5.3	33	0.73	30	15321	827
Demolition	Excavators	Diesel	Average	1	7.04	36	0.38	30	2889	156
Demolition	Rubber Tired Dozers	Diesel	Average	1	5.28	367	0.4	30	23253	1256
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2	7.04	84	0.37	30	13128	709
Site Preparation	Rubber Tired Dozers	Diesel	Average	3	5.28	367	0.4	3	6976	377
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	2	5.83	84	0.37	3	1087	59
Site Preparation	Graders	Diesel	Average	3	2.97	148	0.41	3	1622	88
Grading	Excavators	Diesel	Average	2	5.28	36	0.38	18	2600	140
Grading	Graders	Diesel	Average	3	6.27	148	0.41	18	20545	1109
Grading	Rubber Tired Dozers	Diesel	Average	1	3.74	367	0.4	18	9883	534
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3	7.59	84	0.37	18	12738	688
Grading	Concrete/Industrial Saws	Diesel	Average	2	3.74	33	0.73	18	3243	175
Building Construction	Cranes	Diesel	Average	1	1.32	367	0.29	250	35122	1897
Building Construction	Forklifts	Diesel	Average	2	6.05	82	0.2	250	49610	2679
Building Construction	Generator Sets	Diesel	Average	4	6.05	14	0.74	250	62678	3385
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1	4.29	84	0.37	250	33333	1800
Building Construction	Welders	Diesel	Average	3	3.85	46	0.45	250	59771	3228
Paving	Pavers	Diesel	Average	1	7.04	81	0.42	10	2395	129
Paving	Paving Equipment	Diesel	Average	1	7.04	89	0.36	10	2256	122
Paving	Rollers	Diesel	Average	1	7.04	36	0.38	10	963	52
Architectural Coating	Air Compressors	Diesel	Average	3	8	37	0.48	15	6394	345
Architectural Coating	Aerial Lifts	Diesel	Average	3	8	46	0.31	15	5134	277

1000 Gibraltar Warehouse

5.3. Construction Vehicles

5.3.1 Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Days	VMT	Vehicle Mix
Demolition	Worker	20	11.7	30	7020	LDA,LDT1,LDT2
Demolition	Vendor		8.4			HHDT,MHDT
Demolition	Hauling	295	20	30	176880	HHDT
Demolition	Onsite truck					HHDT
Site Preparation	Worker	20	11.7	3	702	LDA,LDT1,LDT2
Site Preparation	Vendor		8.4			HHDT,MHDT
Site Preparation	Hauling	0	20	3	0	HHDT
Site Preparation	Onsite truck					HHDT
Grading	Worker	28	11.7	18	5792	LDA,LDT1,LDT2
Grading	Vendor		8.4			HHDT,MHDT
Grading	Hauling	27	20	18	9800	HHDT
Grading	Onsite truck					HHDT
Building Construction	Worker	205	11.7	250	598972	LDA,LDT1,LDT2
Building Construction	Vendor	80	8.4	250	167815	HHDT,MHDT
Building Construction	Hauling	0	20	250	0	HHDT
Building Construction	Onsite truck					HHDT
Paving	Worker	8	11.7	10	878	LDA,LDT1,LDT2
Paving	Vendor		8.4			HHDT,MHDT
Paving	Hauling	68	20	10	13600	HHDT
Paving	Onsite truck					HHDT
Architectural Coating	Worker	41	11.7	15	7188	LDA,LDT1,LDT2
Architectural Coating	Vendor		8.4			HHDT,MHDT
Architectural Coating	Hauling	0	20	15	0	HHDT
Architectural Coating	Onsite truck					HHDT

mpg	gal/mile	EMFAC Vehicle Category	Vehicle Cat/MT TOTALS	
30.86	0.032	LDA	LDA,LDT1,LDT2	620551
25.82	0.039	LDT1	HHDT,MHDT	167815
25.06	0.040	LDT2	MHDT	0
8.5	0.118	MHDT	HHDT	200280
5.94	0.168	HHDT		

(County-Specific Fuel Efficiency)

Gasoline for Light Duty and Diesel for Heavy Duty - Consistent with CalEEMod Assumptions

Santa Clara 2025		
Fuel		
Vehicle Category	Efficiency (MPG)	Fuel (gallons)
LDA,LDT1,LDT2	26.89	23077
HHDT,MHDT	7.22	23243
MHDT	8.50	0
HHDT	5.94	33717
		80,038

1000 Gibraltar Warehouse

5.9. Operational Mobile Sources

5.9.1 Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-Rail	27	27	27	9,899	1,302	1,302	1,302	475,141
Refrigerated Warehouse-Rail	3	3	3	1,095	144	144	144	52,581
Parking Lot	-	-	-	-	-	-	-	-
User Defined Industrial	3,779	3,779	3,779	1,379,197	40,713	40,713	40,713	14,860,362

Energy Calculations - Operations Fuel Use from Mobile Sources

Region	Santa Clara
OpYear	2026

Fuel Consumption by Vehicle Category - Annual Usage (gallons ; KWh-hr for Electricity)

Units	All vehicles	HMDT	LDA	LDT1	LDT2	LHD1	LHD2	MCY	MDV	MH	MHDT	OBUS	SBUS	UBUS
Gasoline	528,631	24	124026	280647	74394				49540					
Diesel	79,948	78821	212	109	201				604					
Natural Gas	8,990	8990												
Electricity	199,262	10925	159790	14779	6701				7067					

EMFAC Default Mix - County Population	VMT	HHDT	LDA	LD1T	LD2T	LHD1T	LHD2T	MCY	MDV	MH	MHDT	OBUS	SBUS	UBUS
Santa Clara County Population	1304260.777	9,844	685,224	51,163	302,950	30,581	7,605	28,797	169,652	3,274	12,361	1,382	893	535
Vehicle Mix Default	1	0.8%	52.5%	3.9%	23.2%	2.3%	0.6%	2.2%	13.0%	0.3%	0.9%	0.1%	0.1%	0.0%

[illegible]

Vehicle Percentages Modeled	VMT	HHDT	LDA	LD1T	LD2T	LHD1T	LHD2T	MCY	MDV	MM	MHDT	OBUS	SBUS	UBUS
Unrefrigerated Warehouse-Rail	475141	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Refrigerated Warehouse-Rail	52581	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Parking Lot	0	0.8%	52.5%	3.9%	23.2%	2.3%	0.6%	2.2%	13.0%	0.3%	0.9%	0.1%	0.1%	0.0%
User Defined Industrial	14860362	0.0%	29.6%	50.0%	13.1%	0.0%	0.0%	0.0%	7.3%	0.0%	0.0%	0.0%	0.0%	0.0%
0	0	0.8%	52.5%	3.9%	23.2%	2.3%	0.6%	2.2%	13.0%	0.3%	0.9%	0.1%	0.1%	0.0%
Null	0	0.8%	52.5%	3.9%	23.2%	2.3%	0.6%	2.2%	13.0%	0.3%	0.9%	0.1%	0.1%	0.0%

Fuel Consumption by Vehicle Category

[illegible]

Fuel Consumption by Vehicle Category

[illegible]

Fuel Consumption by Vehicle Category

[illegible]

Fuel Consumption by Vehicle Category

Fuel Consumption for CVMT	Units	HHDT	LDA	LDT1	LDT2	LHD1	LHD2	MCY	MDV	MH	MHDT	OBUS	SBUS	UBUS
Gasoline	gal		121913	280371	74099				49357					
Diesel	gal		212	109	201				604					
Natural Gas	gal													
Electricity	gal													
Plug-in Hybrid (Gasoline)	gal		2114	276	294				183					
Fuel Consumption for EVMT	Units	HHDT	LDA	LDT1	LDT2	LHD1	LHD2	MCY	MDV	MH	MHDT	OBUS	SBUS	UBUS
Gasoline	kwhr													
Diesel	kwhr													
Natural Gas	kwhr													
Electricity	kwhr		159790	14779	6701				7067					
Plug-in Hybrid (Electricity)	kwhr		20695	3287	3194				1927					

Fuel Consumption by Vehicle Category

[illegible]

Fuel Consumption by Vehicle Category

[illegible]

County and Year Specific - Fuel Efficiency

Fuel Consumption Factors	Units	HHDT	LDA	LD1	LD2	LHDT1	LHDT2	MCY	MDV	MH	MHDT	OBUS	SBUS	UBUS
Gasoline	gal/mi	0.238	0.032	0.038	0.039	0.099	0.112	0.024	0.047	0.226	0.264	0.203	0.100	0.108
Diesel	gal/mi	0.166	0.022	0.041	0.029	0.062	0.074	-	0.039	0.107	0.117	0.125	0.121	0.109
Natural Gas	gal/mi	0.194	-	-	-	-	-	-	-	-	0.139	0.127	0.180	0.168
Electricity	gal/mi	-	-	-	-	-	-	-	-	-	-	-	-	-
Plug-in Hybrid	gal/mi	-	0.034	0.034	0.034	-	-	-	0.035	-	-	-	-	-
Fuel Consumption Factors	Units	HHDT	LDA	LD1	LD2	LHDT1	LHDT2	MCY	MDV	MH	MHDT	OBUS	SBUS	UBUS
Gasoline	kwhr/mi	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	kwhr/mi	-	-	-	-	-	-	-	-	-	-	-	-	-
Natural Gas	kwhr/mi	-	-	-	-	-	-	-	-	-	-	-	-	-
Electricity	kwhr/mi	1.844	0.386	0.386	0.386	0.655	0.645	-	0.386	-	1.095	1.108	1.053	1.743
Plug-in Hybrid	kwhr/mi	-	0.302	0.302	0.302	-	-	-	0.302	-	-	-	-	-

Total VMT Fraction by Fuel and Vehicle Category - Default EMFAC

[illegible]

CVMT/Total VMT by EMFAC Vehicle Type

	Fuel	HHDT	LDA	LDT1	LDT2	LHDT1	LHDT2	MCY	MDV	MH	MHDT	OBUS	SBUS	UBUS
	Gasoline	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	Diesel	100%	100%	100%	100%	100%	100%	0%	100%	100%	100%	100%	100%	100%
	Natural Gas	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%	100%	100%
	Electricity	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Plug-in Hybrid	0%	48%	43%	45%	0%	0%	0%	45%	0%	0%	0%	0%	0%

EVMT/Total VMT by EMFAC Vehicle Type

	Fuel	HHDT	LDA	LDT1	LDT2	LHDT1	LHDT2	MCY	MDV	MH	MHDT	OBUS	SBUS	UBUS
	Gasoline	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Diesel	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Natural Gas	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Electricity	100%	100%	100%	100%	100%	100%	0%	100%	0%	100%	100%	100%	100%
	Plug-in Hybrid	0%	52.39%	57.34%	55.19%	0.00%	0.00%	0.00%	54.79%	0.00%	0.00%	0.00%	0.00%	0.00%

1000 Gibraltar Warehouse

5.11. Operational Energy Consumption

5.11.1 Unmitigated

Land Use	Electricity (kWh/yr)	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-Rail	4851467	2544560
Refrigerated Warehouse-Rail	76271	6668
Parking Lot	464390	0
User Defined Industrial	0	0
	5,392,128	2551228

Appendix B:

Biological Resources Supporting Information

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1000 Gibraltar Drive

15164 Addendum to the 1000 Gibraltar Drive Final EIR

B.1 - Database Search Results

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Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad IS (Newark (3712251) OR Niles (3712158) OR La Costa Valley (3712157) OR Mountain View (3712241) OR Milpitas (3712148) OR Calaveras Reservoir (3712147) OR Cupertino (3712231) OR San Jose West (3712138) OR San Jose East (3712137))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Accipiter cooperii</i> Cooper's hawk	ABNKC12040	None	None	G5	S4	WL
<i>Accipiter striatus</i> sharp-shinned hawk	ABNKC12020	None	None	G5	S4	WL
<i>Acipenser medirostris pop. 1</i> green sturgeon - southern DPS	AFCAA01031	Threatened	None	G2T1	S1	SSC
<i>Actinemys marmorata</i> northwestern pond turtle	ARAAD02031	Proposed Threatened	None	G2	SNR	SSC
<i>Adela oplerella</i> Opler's longhorn moth	IILEE0G040	None	None	G2	S2	
<i>Agelaius tricolor</i> tricolored blackbird	ABPBXB0020	None	Threatened	G1G2	S2	SSC
<i>Ambystoma californiense pop. 1</i> California tiger salamander - central California DPS	AAAAA01181	Threatened	Threatened	G2G3T3	S3	WL
<i>Aneides niger</i> Santa Cruz black salamander	AAAAD01070	None	None	G3	S3	SSC
<i>Anniella pulchra</i> Northern California legless lizard	ARACC01020	None	None	G3	S2S3	SSC
<i>Antrozous pallidus</i> pallid bat	AMACC10010	None	None	G4	S3	SSC
<i>Aquila chrysaetos</i> golden eagle	ABNKC22010	None	None	G5	S3	FP
<i>Ardea herodias</i> great blue heron	ABNGA04010	None	None	G5	S4	
<i>Astragalus tener var. tener</i> alkali milk-vetch	PDFAB0F8R1	None	None	G2T1	S1	1B.2
<i>Athene cunicularia</i> burrowing owl	ABNSB10010	None	Candidate Endangered	G4	S2	SSC
<i>Atriplex depressa</i> brittlescale	PDCHE042L0	None	None	G2	S2	1B.2
<i>Atriplex minuscule</i> lesser saltscale	PDCHE042M0	None	None	G2	S2	1B.1
<i>Balsamorhiza macrolepis</i> big-scale balsamroot	PDAST11061	None	None	G2	S2	1B.2
<i>Bombus caliginosus</i> obscure bumble bee	IIHYM24380	None	None	G2G3	S1S2	



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Bombus crotchii</i> Crotch's bumble bee	IIHYM24480	None	Candidate Endangered	G2	S2	
<i>Bombus occidentalis</i> western bumble bee	IIHYM24252	None	Candidate Endangered	G3	S1	
<i>Buteo swainsoni</i> Swainson's hawk	ABNKC19070	None	Threatened	G5	S4	
<i>Centromadia parryi ssp. congdonii</i> Congdon's tarplant	PDAST4R0P1	None	None	G3T2	S2	1B.1
<i>Charadrius nivosus nivosus</i> western snowy plover	ABNNB03031	Threatened	None	G3T3	S3	SSC
<i>Chloropyron maritimum ssp. palustre</i> Point Reyes salty bird's-beak	PDSCR0J0C3	None	None	G4?T2	S2	1B.2
<i>Chorizanthe robusta var. robusta</i> robust spineflower	PDPGN040Q2	Endangered	None	G2T1	S1	1B.1
<i>Circus hudsonius</i> northern harrier	ABNKC11011	None	None	G5	S3	SSC
<i>Cirsium fontinale var. campylon</i> Mt. Hamilton thistle	PDAST2E163	None	None	G2T2	S2	1B.2
<i>Clarkia concinna ssp. automixa</i> Santa Clara red ribbons	PDONA050A1	None	None	G5?T3	S3	4.3
<i>Coccyzus americanus occidentalis</i> western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
<i>Collinsia multicolor</i> San Francisco collinsia	PDSCR0H0B0	None	None	G2	S2	1B.2
<i>Corynorhinus townsendii</i> Townsend's big-eared bat	AMACC08010	None	None	G4	S2	SSC
<i>Coturnicops noveboracensis</i> yellow rail	ABNME01010	None	None	G4	S2	SSC
<i>Danaus plexippus plexippus pop. 1</i> monarch - California overwintering population	IILEPP2012	Proposed Threatened	None	G4T1T2Q	S2	
<i>Delphinium californicum ssp. interius</i> Hospital Canyon larkspur	PDRAN0B0A2	None	None	G3T3	S3	1B.2
<i>Dicamptodon ensatus</i> California giant salamander	AAAAH01020	None	None	G2G3	S2S3	SSC
<i>Dipodomys heermanni berkeleyensis</i> Berkeley kangaroo rat	AMAFD03061	None	None	G4T1	S2	
<i>Dipodomys heermanni goldmani</i> Salinas kangaroo rat	AMAFD03065	None	None	G4T2T3	S2S3	
<i>Dipodomys venustus venustus</i> Santa Cruz kangaroo rat	AMAFD03042	None	None	G4T1	S1	
<i>Dirca occidentalis</i> western leatherwood	PDTHY03010	None	None	G2	S2	1B.2



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Dudleya abramsii ssp. setchellii</i> Santa Clara Valley dudleya	PDCRA040Z0	Endangered	None	G4T2	S2	1B.1
<i>Egretta thula</i> snowy egret	ABNGA06030	None	None	G5	S4	
<i>Elanus leucurus</i> white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
<i>Eryngium aristulatum var. hooveri</i> Hoover's button-celery	PDAP10Z043	None	None	G5T1	S1	1B.1
<i>Euphydryas editha bayensis</i> Bay checkerspot butterfly	IILEPK4055	Threatened	None	G4G5T1	S3	
<i>Extriplex joaquinana</i> San Joaquin spearscale	PDCHE041F3	None	None	G2	S2	1B.2
<i>Falco mexicanus</i> prairie falcon	ABNKD06090	None	None	G5	S4	WL
<i>Falco peregrinus anatum</i> American peregrine falcon	ABNKD06071	Delisted	Delisted	G4T4	S3S4	
<i>Fritillaria liliacea</i> fragrant fritillary	PMLIL0V0C0	None	None	G2	S2	1B.2
<i>Geothlypis trichas sinuosa</i> saltmarsh common yellowthroat	ABPBX1201A	None	None	G5T3	S3	SSC
<i>Gonidea angulata</i> western ridged mussel	IMBIV19010	None	None	G3	S2	
<i>Hoita strobilina</i> Loma Prieta hoita	PDFAB5Z030	None	None	G2?	S2?	1B.1
<i>Lasiurus cinereus</i> hoary bat	AMACC05032	None	None	G3G4	S4	
<i>Lasthenia conjugens</i> Contra Costa goldfields	PDAST5L040	Endangered	None	G1	S1	1B.1
<i>Laterallus jamaicensis coturniculus</i> California black rail	ABNME03041	None	Threatened	G3T1	S2	FP
<i>Lepidurus packardii</i> vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G3	S3	
<i>Lessingia micradenia var. glabrata</i> smooth lessingia	PDAST5S062	None	None	G2T2	S2	1B.2
<i>Linderiella occidentalis</i> California linderiella	ICBRA06010	None	None	G2G3	S2S3	
<i>Malacothamnus arcuatus var. arcuatus</i> arcuate bushmallow	PDMAL0Q0E0	None	None	G2Q	S2	1B.2
<i>Malacothamnus hallii</i> Hall's bushmallow	PDMAL0Q0F0	None	None	G2	S2	1B.2
<i>Masticophis lateralis euryxanthus</i> Alameda whipsnake	ARADB21031	Threatened	Threatened	G4T2	S2	



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Melospiza melodia pusillula</i> Alameda song sparrow	ABPBXA301S	None	None	G5T2T3	S2	SSC
<i>Microcina homi</i> Hom's micro-blind harvestman	ILARA47020	None	None	G1	S2	
<i>Monolopia gracilens</i> woodland woollythreads	PDAST6G010	None	None	G3	S3	1B.2
<i>Myotis evotis</i> long-eared myotis	AMACC01070	None	None	G5	S3	
<i>Myotis yumanensis</i> Yuma myotis	AMACC01020	None	None	G5	S4	
<i>Navarretia prostrata</i> prostrate vernal pool navarretia	PDPLM0C0Q0	None	None	G2	S2	1B.2
<i>Neotoma fuscipes annectens</i> San Francisco dusky-footed woodrat	AMAFF08082	None	None	G5T2T3	S2S3	SSC
<i>Northern Coastal Salt Marsh</i> Northern Coastal Salt Marsh	CTT52110CA	None	None	G3	S3.2	
<i>Oncorhynchus mykiss irideus pop. 8</i> steelhead - central California coast DPS	AFCHA0209G	Threatened	None	G5T3Q	S3	SSC
<i>Plagiobothrys glaber</i> hairless popcornflower	PDBOR0V0B0	None	None	GX	SX	1A
<i>Puccinellia simplex</i> California alkali grass	PMPOA53110	None	None	G2	S2	1B.2
<i>Rallus obsoletus obsoletus</i> California Ridgway's rail	ABNME05011	Endangered	Endangered	G3T1	S2	FP
<i>Rana boylei pop. 4</i> foothill yellow-legged frog - central coast DPS	AAABH01054	Threatened	Endangered	G3T2	S2	
<i>Rana draytonii</i> California red-legged frog	AAABH01022	Threatened	None	G2G3	S2S3	SSC
<i>Ravenella exigua</i> chaparral harebell	PDCAM020A0	None	None	G2	S2	1B.2
<i>Reithrodontomys raviventris</i> salt-marsh harvest mouse	AMAFF02040	Endangered	Endangered	G1G2	S3	FP
<i>Riparia riparia</i> bank swallow	ABPAU08010	None	Threatened	G5	S3	
<i>Rynchops niger</i> black skimmer	ABNNM14010	None	None	G5	S2	SSC
<i>Senecio aphanactis</i> chaparral ragwort	PDAST8H060	None	None	G3	S2	1B.2
<i>Sidalcea malachroides</i> maple-leaved checkerbloom	PDMAL110E0	None	None	G3	S3	4.2
<i>Sorex vagrans halicoetes</i> salt-marsh wandering shrew	AMABA01071	None	None	G5T1	S1	SSC



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Spergularia macrotheca</i> var. <i>longistyla</i> long-styled sand-spurrey	PDCAR0W062	None	None	G5T2	S2	1B.2
<i>Spirinchus thaleichthys</i> pop. 2 longfin smelt - San Francisco Bay-Delta DPS	AFCHB03040	Endangered	Threatened	G5TNRQ	S1	
<i>Sternula antillarum browni</i> California least tern	ABNNM08103	Endangered	Endangered	G4T2T3Q	S2	FP
<i>Streptanthus albidus</i> ssp. <i>albidus</i> Metcalf Canyon jewelflower	PDBRA2G011	Endangered	None	G2T1	S1	1B.1
<i>Streptanthus albidus</i> ssp. <i>peramoenus</i> most beautiful jewelflower	PDBRA2G012	None	None	G2T2	S2	1B.2
<i>Stuckenia filiformis</i> ssp. <i>alpina</i> northern slender pondweed	PM POT03091	None	None	G5T5	S2S3	2B.2
<i>Suaeda californica</i> California seablite	PDCHE0P020	Endangered	None	G1	S1	1B.1
<i>Sycamore Alluvial Woodland</i> Sycamore Alluvial Woodland	CTT62100CA	None	None	G1	S1.1	
<i>Taxidea taxus</i> American badger	AMAJF04010	None	None	G5	S3	SSC
<i>Trifolium hydrophilum</i> saline clover	PDFAB400R5	None	None	G2	S2	1B.2
<i>Tryonia imitator</i> mimic tryonia (=California brackishwater snail)	IMGASJ7040	None	None	G2	S2	

Record Count: 92



CNPS Rare Plant Inventory

Search Results

53 matches found. Click on scientific name for details

Search Criteria: , Quad is one of

[3712251:3712158:3712157:3712241:3712148:3712147:3712231:3712138:3712137]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	BLOOMING PERIOD	FED LIST	STATE LIST	STATE RANK	CA RARE PLANT RANK	CA ENDEMIC	DATE ADDED
<i>Acanthomintha lanceolata</i>	Santa Clara thorn-mint	Lamiaceae	Mar-Jun	None	None	S4	4.2	Yes	1974-01-01
<i>Androsace elongata</i> ssp. <i>acuta</i>	California androsace	Primulaceae	Mar-Jun	None	None	S3S4	4.2		1994-01-01
<i>Astragalus tener</i> var. <i>tener</i>	alkali milk-vetch	Fabaceae	Mar-Jun	None	None	S1	1B.2	Yes	1994-01-01
<i>Atriplex depressa</i>	brittlescale	Chenopodiaceae	Apr-Oct	None	None	S2	1B.2	Yes	1994-01-01
<i>Atriplex minuscula</i>	lesser saltscale	Chenopodiaceae	May-Oct	None	None	S2	1B.1	Yes	1994-01-01
<i>Balsamorhiza macrolepis</i>	big-scale balsamroot	Asteraceae	Mar-Jun	None	None	S2	1B.2	Yes	1974-01-01
<i>Calandrinia breweri</i>	Brewer's calandrinia	Montiaceae	(Jan)Mar-Jun	None	None	S4	4.2		1994-01-01
<i>Centromadia parryi</i> ssp. <i>congdonii</i>	Congdon's tarplant	Asteraceae	(Apr)May-Oct(Nov)	None	None	S2	1B.1	Yes	1994-01-01

<i>Chloropyron maritimum</i> ssp. <i>palustre</i>	Point Reyes salty bird's- beak	Orobanchaceae	Jun-Oct	None	None	S2	1B.2		1974- 01-01
<i>Chorizanthe robusta</i> var. <i>robusta</i>	robust spineflower	Polygonaceae	Apr-Sep	FE	None	S1	1B.1	Yes	1980- 01-01
<i>Cirsium fontinale</i> var. <i>campylon</i>	Mt. Hamilton thistle	Asteraceae	(Feb)Apr-Oct	None	None	S2	1B.2	Yes	1974- 01-01
<i>Clarkia concinna</i> ssp. <i>automixa</i>	Santa Clara red ribbons	Onagraceae	(Apr)May- Jun(Jul)	None	None	S3	4.3	Yes	1994- 01-01
<i>Clarkia lewisii</i>	Lewis' clarkia	Onagraceae	(Feb)May-Jul	None	None	S4	4.3	Yes	1980- 01-01
<i>Collinsia multicolor</i>	San Francisco collinsia	Plantaginaceae	(Feb)Mar- May	None	None	S2	1B.2	Yes	1974- 01-01
<i>Convolvulus simulans</i>	small- flowered morning-glory	Convolvulaceae	Mar-Jul	None	None	S4	4.2		1994- 01-01
<i>Cypripedium fasciculatum</i>	clustered lady's-slipper	Orchidaceae	Mar-Aug	None	None	S4	4.2		1980- 01-01
<i>Delphinium californicum</i> ssp. <i>interius</i>	Hospital Canyon larkspur	Ranunculaceae	Apr-Jun	None	None	S3	1B.2	Yes	1984- 01-01
<i>Dirca occidentalis</i>	western leatherwood	Thymelaeaceae	Jan-Mar(Apr)	None	None	S2	1B.2	Yes	1974- 01-01
<i>Dudleya abramsii</i> ssp. <i>setchellii</i>	Santa Clara Valley dudleya	Crassulaceae	Apr-Oct	FE	None	S2	1B.1	Yes	1988- 01-01
<i>Eleocharis parvula</i>	small spikerush	Cyperaceae	(Apr)Jun- Aug(Sep)	None	None	S3	4.3		1980- 01-01
<i>Eriogonum argillosum</i>	clay buckwheat	Polygonaceae	Mar-Jun	None	None	S3S4	4.3	Yes	1974- 01-01

<i>Eriogonum umbellatum</i> var. <i>bahiiiforme</i>	bay buckwheat	Polygonaceae	Jul-Sep	None	None	S3	4.2	Yes	2001-01-01
<i>Eriophyllum jepsonii</i>	Jepson's woolly sunflower	Asteraceae	Apr-Jun	None	None	S3	4.3	Yes	1974-01-01
<i>Eryngium aristulatum</i> var. <i>hooveri</i>	Hoover's button-celery	Apiaceae	(Jun)Jul(Aug)	None	None	S1	1B.1	Yes	1984-01-01
<i>Extriplex joaquinana</i>	San Joaquin spearscale	Chenopodiaceae	Apr-Oct	None	None	S2	1B.2	Yes	1988-01-01
<i>Fritillaria agrestis</i>	stinkbells	Liliaceae	Mar-Jun	None	None	S3	4.2	Yes	1980-01-01
<i>Fritillaria liliacea</i>	fragrant fritillary	Liliaceae	Feb-Apr	None	None	S2	1B.2	Yes	1974-01-01
<i>Galium andrewsii</i> ssp. <i>gatense</i>	phlox-leaf serpentine bedstraw	Rubiaceae	Apr-Jul	None	None	S3	4.2	Yes	1994-01-01
<i>Hoita strobilina</i>	Loma Prieta hoita	Fabaceae	May-Jul(Aug-Oct)	None	None	S2?	1B.1	Yes	2001-01-01
<i>Iris longipetala</i>	coast iris	Iridaceae	Mar-May(Jun)	None	None	S3	4.2	Yes	2006-10-12
<i>Isocoma menziesii</i> var. <i>diabolica</i>	Satan's goldenbush	Asteraceae	Aug-Oct	None	None	S3	4.2	Yes	1994-01-01
<i>Lasthenia conjugens</i>	Contra Costa goldfields	Asteraceae	Mar-Jun	FE	None	S1	1B.1	Yes	1974-01-01
<i>Leptosiphon ambiguus</i>	serpentine leptosiphon	Polemoniaceae	Mar-Jun	None	None	S4	4.2	Yes	1994-01-01
<i>Leptosiphon grandiflorus</i>	large-flowered leptosiphon	Polemoniaceae	Apr-Aug	None	None	S3S4	4.2	Yes	1994-01-01
<i>Lessingia hololeuca</i>	woolly-headed lessingia	Asteraceae	Jun-Oct	None	None	S2S3	3	Yes	1994-01-01

<i>Lessingia micradenia</i> var. <i>glabrata</i>	smooth lessingia	Asteraceae	(Apr-Jun)Jul-Nov	None	None	S2	1B.2	Yes	1994-01-01
<i>Lessingia tenuis</i>	spring lessingia	Asteraceae	May-Jul	None	None	S4	4.3	Yes	1974-01-01
<i>Malacothamnus arcuatus</i> var. <i>arcuatus</i>	arcuate bushmallow	Malvaceae	Apr-Sep	None	None	S2	1B.2	Yes	1974-01-01
<i>Malacothamnus hallii</i>	Hall's bushmallow	Malvaceae	(Apr)May-Sep(Oct)	None	None	S2	1B.2	Yes	1974-01-01
<i>Mielichhoferia elongata</i>	elongate copper moss	Mielichhoferiaceae		None	None	S3S4	4.3		2001-01-01
<i>Monolopia gracilens</i>	woodland woollythreads	Asteraceae	(Feb)Mar-Jul	None	None	S3	1B.2	Yes	2010-04-06
<i>Navarretia prostrata</i>	prostrate vernal pool navarretia	Polemoniaceae	Apr-Jul	None	None	S2	1B.2	Yes	2001-01-01
<i>Plagiobothrys glaber</i>	hairless popcornflower	Boraginaceae	Mar-May	None	None	SX	1A	Yes	1974-01-01
<i>Puccinellia simplex</i>	California alkali grass	Poaceae	Mar-May	None	None	S2	1B.2		2015-10-15
<i>Ravenella exigua</i>	chaparral harebell	Campanulaceae	May-Jun	None	None	S2	1B.2	Yes	1974-01-01
<i>Senecio aphanactis</i>	chaparral ragwort	Asteraceae	Jan-Apr(May)	None	None	S2	1B.2		1994-01-01
<i>Sidalcea malachroides</i>	maple-leaved checkerbloom	Malvaceae	(Mar)Apr-Aug	None	None	S3	4.2		1994-01-01
<i>Spergularia macrotheca</i> var. <i>longistyla</i>	long-styled sand-spurrey	Caryophyllaceae	Feb-May	None	None	S2	1B.2	Yes	2017-06-16
<i>Streptanthus albidus</i> ssp. <i>albidus</i>	Metcalf Canyon jewelflower	Brassicaceae	Apr-Jul	FE	None	S1	1B.1	Yes	1974-01-01

<i>Streptanthus albidus</i> ssp. <i>peramoenus</i>	most beautiful jewelflower	Brassicaceae	(Mar)Apr-Sep(Oct)	None	None	S2	1B.2	Yes	1988-01-01
<i>Stuckenia filiformis</i> ssp. <i>alpina</i>	northern slender pondweed	Potamogetonaceae	May-Jul	None	None	S2S3	2B.2		1994-01-01
<i>Suaeda californica</i>	California seablite	Chenopodiaceae	Jul-Oct	FE	None	S1	1B.1	Yes	1988-01-01
<i>Trifolium hydrophilum</i>	saline clover	Fabaceae	Apr-Jun	None	None	S2	1B.2	Yes	2001-01-01

Showing 1 to 53 of 53 entries

Go to top

Suggested Citation:

California Native Plant Society, Rare Plant Program. 2025. Rare Plant Inventory (online edition, v9.5.1). Website <https://www.rareplants.cnps.org> [accessed 6 June 2025].

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IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Santa Clara County, California



Local office

Sacramento Fish And Wildlife Office

☎ (916) 414-6600

📅 (916) 414-6713

Federal Building

2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

NOT FOR CONSULTATION

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

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1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
 2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Salt Marsh Harvest Mouse <i>Reithrodontomys raviventris</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/613	Endangered
San Joaquin Kit Fox <i>Vulpes macrotis mutica</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2873	Endangered

Birds

NAME	STATUS
California Condor <i>Gymnogyps californianus</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8193	Endangered
California Least Tern <i>Sternula antillarum browni</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/8104	Endangered
California Ridgway's Rail <i>Rallus obsoletus obsoletus</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/4240	Endangered
Western Snowy Plover <i>Charadrius nivosus nivosus</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8035	Threatened
Yellow-billed Cuckoo <i>Coccyzus americanus</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/3911	Threatened

Reptiles

NAME	STATUS
Alameda Whipsnake (=striped Racer) <i>Masticophis lateralis euryxanthus</i> Wherever found There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/5524	Threatened
Northwestern Pond Turtle <i>Actinemys marmorata</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/1111	Proposed Threatened

Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> Wherever found There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/2891	Threatened
California Tiger Salamander <i>Ambystoma californiense</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/2076	Threatened
Foothill Yellow-legged Frog <i>Rana boylei</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/5133	Threatened
Western Spadefoot <i>Spea hammondi</i> No critical habitat has been designated for this species.	Proposed Threatened

Insects

NAME	STATUS
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Monarch Butterfly *Danaus plexippus*

Proposed Threatened

Wherever found

There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat.

<https://ecos.fws.gov/ecp/species/9743>

Crustaceans

NAME

STATUS

Conservancy Fairy Shrimp *Branchinecta conservatio*

Endangered

Wherever found

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.

<https://ecos.fws.gov/ecp/species/8246>

Vernal Pool Tadpole Shrimp *Lepidurus packardii*

Endangered

Wherever found

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.

<https://ecos.fws.gov/ecp/species/2246>

Flowering Plants

NAME

STATUS

Contra Costa Goldfields *Lasthenia conjugens*

Endangered

Wherever found

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.

<https://ecos.fws.gov/ecp/species/7058>

Robust Spineflower *Chorizanthe robusta* var. *robusta*

Endangered

Wherever found

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.

<https://ecos.fws.gov/ecp/species/9287>

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act ² and the Migratory Bird Treaty Act (MBTA) ¹. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds
<https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds
<https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC
<https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

There are Bald Eagles and/or Golden Eagles in your [project](#) area.

Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the [National Bald Eagle Management Guidelines](#). You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#).

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

If disturbance or take of eagles cannot be avoided, an [incidental take permit](#) may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the [Do I Need A Permit Tool](#). For assistance making this determination for golden eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

Ensure Your Eagle List is Accurate and Complete

If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the [Supplemental Information on Migratory Birds and Eagles](#), to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

Review the FAQs

The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Jan 1 to Aug 31
Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read ["Supplemental Information on Migratory Birds and Eagles"](#), specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

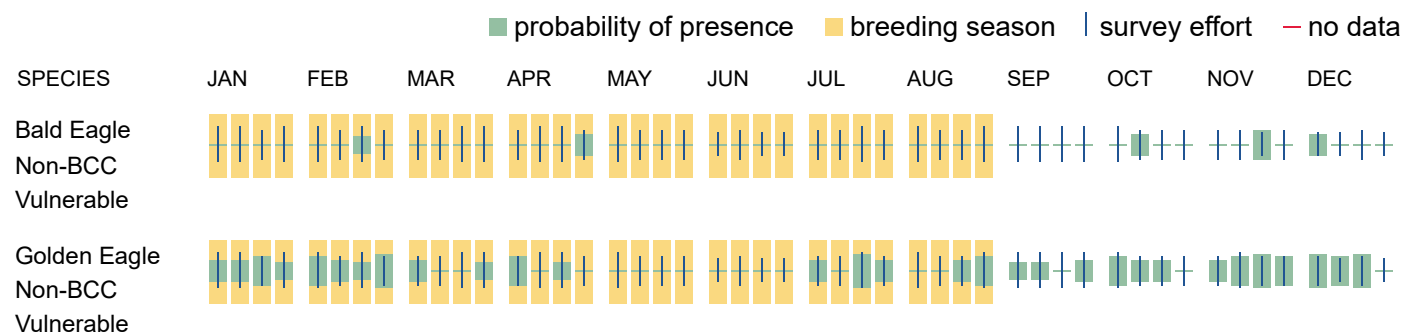
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (-)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Bald & Golden Eagles FAQs

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are an eagle ([Bald and Golden Eagle Protection Act](#) requirements may apply).

Proper interpretation and use of your eagle report

On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort line or no data line (red horizontal) means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide you in knowing when to implement avoidance and minimization measures to eliminate or reduce potential impacts from your project activities or get the appropriate permits should presence be confirmed.

How do I know if eagles are breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the [RAIL Tool](#) and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If an eagle on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:

The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Migratory birds

The Migratory Bird Treaty Act (MBTA) ¹ prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service). The incidental take of migratory birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds
<https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC
<https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

Measures for Proactively Minimizing Migratory Bird Impacts

Your IPaC Migratory Bird list showcases [birds of concern](#), including [Birds of Conservation Concern \(BCC\)](#), in your project location. This is not a comprehensive list of all birds found in your project area. However, you can help proactively minimize significant impacts to all birds at your project location by implementing the measures in the [Nationwide avoidance and minimization measures for birds](#) document, and any other project-specific avoidance and minimization measures suggested at the link [Measures for avoiding and minimizing impacts to birds](#) for the birds of concern on your list below.

Ensure Your Migratory Bird List is Accurate and Complete

If your project area is in a poorly surveyed area, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the [Supplemental Information on Migratory Birds and Eagles document](#), to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

Review the FAQs

The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
Allen's Hummingbird <i>Selasphorus sasin</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9637	Breeds Feb 1 to Jul 15
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Jan 1 to Aug 31
Belding's Savannah Sparrow <i>Passerculus sandwichensis beldingi</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8	Breeds Apr 1 to Aug 15
Black Oystercatcher <i>Haematopus bachmani</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9591	Breeds Apr 15 to Oct 31
Black Skimmer <i>Rynchops niger</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5234	Breeds May 20 to Sep 15

Black Tern <i>Chlidonias niger surinamenisis</i>	Breeds May 15 to Aug 20
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3093	
Black Turnstone <i>Arenaria melanocephala</i>	Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	
Brandt's Cormorant <i>Urile penicillatus</i>	Breeds Apr 15 to Sep 15
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	
Bullock's Oriole <i>Icterus bullockii</i>	Breeds Mar 21 to Jul 25
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	
California Gull <i>Larus californicus</i>	Breeds Mar 1 to Jul 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	
California Thrasher <i>Toxostoma redivivum</i>	Breeds Jan 1 to Jul 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	
Clark's Grebe <i>Aechmophorus clarkii</i>	Breeds Jun 1 to Aug 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	
Common Yellowthroat <i>Geothlypis trichas sinuosa</i>	Breeds May 20 to Jul 31
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	
Elegant Tern <i>Thalasseus elegans</i>	Breeds Apr 5 to Aug 5
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8561	

Golden Eagle <i>Aquila chrysaetos</i>	Breeds Jan 1 to Aug 31
This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	
https://ecos.fws.gov/ecp/species/1680	
Lawrence's Goldfinch <i>Spinus lawrencei</i>	Breeds Mar 20 to Sep 20
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	
https://ecos.fws.gov/ecp/species/9464	
Marbled Godwit <i>Limosa fedoa</i>	Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	
https://ecos.fws.gov/ecp/species/9481	
Northern Harrier <i>Circus hudsonius</i>	Breeds Apr 1 to Sep 15
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	
https://ecos.fws.gov/ecp/species/8350	
Nuttall's Woodpecker <i>Dryobates nuttallii</i>	Breeds Apr 1 to Jul 20
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	
https://ecos.fws.gov/ecp/species/9410	
Oak Titmouse <i>Baeolophus inornatus</i>	Breeds Mar 15 to Jul 15
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	
https://ecos.fws.gov/ecp/species/9656	
Olive-sided Flycatcher <i>Contopus cooperi</i>	Breeds May 20 to Aug 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	
https://ecos.fws.gov/ecp/species/3914	
Red Knot <i>Calidris canutus roselaari</i>	Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	
https://ecos.fws.gov/ecp/species/8880	

Santa Barbara Song Sparrow <i>Melospiza melodia graminea</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/5513	Breeds Mar 1 to Sep 5
Short-billed Dowitcher <i>Limnodromus griseus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Tricolored Blackbird <i>Agelaius tricolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3910	Breeds Mar 15 to Aug 10
Western Grebe <i>aechmophorus occidentalis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6743	Breeds Jun 1 to Aug 31
Western Gull <i>Larus occidentalis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 21 to Aug 25
Willet <i>Tringa semipalmata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Wrentit <i>Chamaea fasciata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 10
Yellow-billed Magpie <i>Pica nuttalli</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9726	Breeds Apr 1 to Jul 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read ["Supplemental](#)

[Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

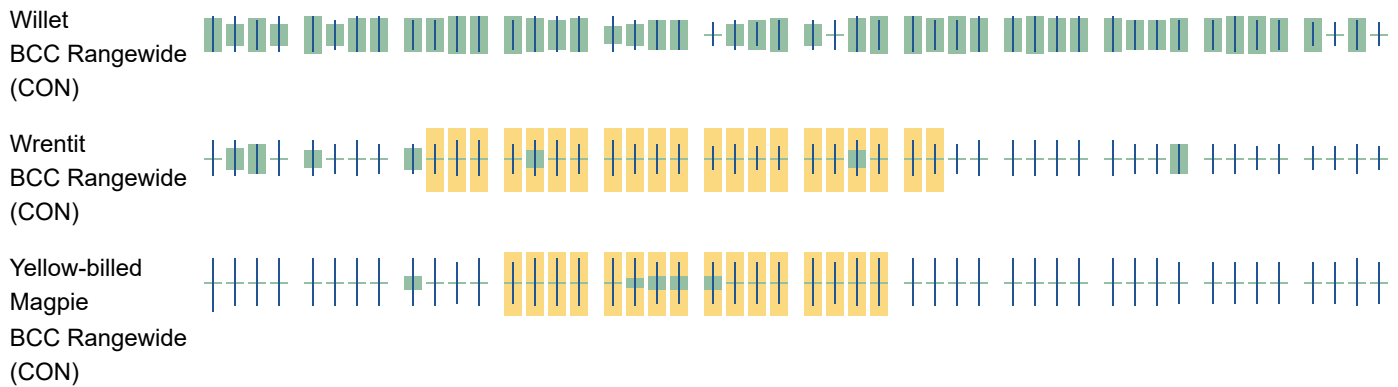
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.







Migratory Bird FAQs

Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Avoidance & Minimization Measures for Birds](#) describes measures that can help avoid and minimize impacts to all birds at any location year-round. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is one of the most effective ways to minimize impacts. To see when birds are most likely to occur and breed in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location, such as those listed under the Endangered Species Act or the [Bald and Golden Eagle Protection Act](#) and those species marked as “Vulnerable”. See the FAQ “What are the levels of concern for migratory birds?” for more information on the levels of concern covered in the IPaC migratory bird species list.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) with which your project intersects. These species have been identified as warranting special attention because they are BCC species in that area, an eagle ([Bald and Golden Eagle Protection Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, and to verify survey effort when no results present, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

Why are subspecies showing up on my list?

Subspecies profiles are included on the list of species present in your project area because observations in the AKN for **the species** are being detected. If the species are present, that means that the subspecies may also be present. If a subspecies shows up on your list, you may need to rely on other resources to determine if that subspecies may be present (e.g. your local FWS field office, state surveys, your own surveys).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the [RAIL Tool](#) and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Bald and Golden Eagle Protection Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially BCC species. For more information on avoidance and minimization measures you can implement to help avoid and minimize migratory bird impacts, please see the FAQ "Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Proper interpretation and use of your migratory bird report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list does not represent all birds present in your project area. It is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide implementation of avoidance and minimization measures to eliminate or reduce potential impacts from your project activities, should presence be confirmed. To learn more about avoidance and minimization measures, visit the FAQ "Tell me about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:

The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

This location did not intersect any wetlands mapped by NWI.

NOTE: This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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1000 Gibraltar Drive

15164 Addendum to the 1000 Gibraltar Drive Final EIR

B.2 - Tree Survey

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HELIX Environmental Planning, Inc.
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Folsom, CA 95630
916.365.8714 tel
619.462.0552 fax
www.helixepi.com



April 1, 2019

Michael Johnson
Vice President - Development
Overton-Moore Properties
19300 South Hamilton Ave, Suite 200
Gardena, CA 90248

Subject: Tree Survey at 1001 Gibraltar Drive, City of Milpitas, California

Dear Mr. Johnson:

At your request, HELIX Environmental Planning, Inc. (HELIX) conducted a tree survey of the property at 1001 Gibraltar Drive in the City of Milpitas, California. The property consists of Santa Clara County Assessor's Parcel Number 08642033 and is approximately 30 acres in size. Under Section 4.02 of the City of Milpitas Code of Ordinances (code), it is unlawful for any person other than City personnel in the performance of their duty to remove a protected tree or street tree without applying for a permit issued by the Public Works Department. Chapter 201.5 of the code defines protected trees on commercial/industrial properties as "all trees which have a 37-inch or greater circumference of any trunk measured 4.5 feet from the ground." The code defines street trees as those "located in the public right-of-way between the curb and the sidewalk." The purpose of our work was to inventory and conduct a rapid visual inspection of protected trees on the property. Trees rooted on the street side of the sidewalk on the sides of the property bordering Gibraltar Drive and South Milpitas Boulevard were included in the survey and noted as possible street trees.

METHODS

The tree inventory/assessment was conducted by HELIX Biologist and International Society of Arboriculture Certified Arborist George Aldridge (ISA Certification No. WE-11778A). All trees on the site with a trunk circumference of at least 37 inches at 4.5-feet above grade were located and assessed. Trees with a circumference between 36 and 37 inches were included in the survey and are reported separately in this letter, as they may reach the threshold to qualify as protected under the City code in the next 12 – 18 months.

The health assessment consisted of a rapid visual inspection of the trees from the ground based on the observed conditions at the time of the survey and did not include an in-depth health

inspection of the crown or roots. All trees on the property were identified with numbered aluminum tree tags placed during previous tree inventories.

An EOS Systems Arrow 100 Global Navigation Satellite System (GNSS) receiver was used to record the location of each tree assessed for the survey. The circumference of each tree was measured at approximately 4.5 feet above grade using a U.S. Tape Company forester's tape measure. For multi-trunked trees with at least one trunk of 37 inches circumference at 4.5 feet, the circumference of each trunk was measured. The drip line and the height of each tree were visually estimated. The drip line is defined as "an area of the ground delineated by the vertical projection of the outside periphery of the crown area of a tree down to the ground surface." Each tree's drip line was determined by estimating the distance from the trunk to the outermost extent of the canopy. Each tree was evaluated for health and structure and assigned a rating of 0 (dead), 1 (severe decline), 2 (declining), 3 (fair), 4 (good), or 5 (excellent). Notes such as irregularities, scars, or other growth characteristics or vigor indicators were recorded for all trees rated 3 or less.

RESULTS

The property is currently developed with a vacant corporate campus including office buildings and research/development facilities. The entire property is landscaped with a large number and variety of ornamental trees, most of which are smaller than 37 inches in circumference. Trees observed during the survey include valley oak, olive, paloverde, pittosporum, coast redwood, coast live oak, queen palm, spruce, crape myrtle, zelkova, strawberry tree, plum/cherry, yellow birch, Chinese pistache, London plane tree, sweetgum, Chinese fringe tree, and shamel ash. Most trees on the property were leafless at the time of the survey and were identified by characteristics of fruit, bark, and growth form.

A total of 183 protected trees were inventoried and assessed (Table 1). These trees are identified by red dots on the Tree Location Map in **Attachment A**; non-protected trees are identified by green dots on the map. Survey data for all trees inventoried are tabulated in **Attachment B**. Representative photos of the property are provided in **Attachment C**.

Of the 183 protected trees, 82 are large shamel ashes and another 26 are large sweetgums located along the edges of the property next to Gibraltar Drive and South Milpitas Boulevard. Most of the remaining 75 protected trees are Chinese fringe trees, Chinese pistache trees, and London plane trees planted around the office buildings and in the parking lots.

Because the sidewalks along the edges of the property meander in a wide grassy strip, there is no clear public right-of-way between the curb and the sidewalk, and trees equidistant from the street may be on one side of the sidewalk or the other arbitrarily. Consequently, it is unclear if trees rooted on the street side of the sidewalk qualify as street trees while those rooted on the property side do not. Trees rooted on the street side of the sidewalk are included in the data as

possible street trees. All 29 possible street trees are also protected trees; these include 27 shamel ash, 1 sweetgum, and 1 valley oak (indicated by shading in **Attachment B**).

Table 1. Summary of Protected Trees on the Property at 1001 Gibraltar Drive

Common Name	Scientific Name	Count	Total Circ. (in.)
Chinese fringe tree	<i>Chionanthus retusus</i>	14	622.5
Chinese pistache	<i>Pistacia chinensis</i>	16	652.5
Coast live oak	<i>Quercus agrifolia</i>	3	*351.0
Coast redwood	<i>Sequoia sempervirens</i>	4	223.0
Japanese zelkova	<i>Zelkova serrata</i>	6	274.0
London plane tree	<i>Platanus x acerifolia</i>	14	722.5
Plum/cherry	<i>Prunus cerasifera</i>	1	*69.5
Queen palm	<i>Syagrus romanzoffiana</i>	1	41.0
Shamel ash	<i>Fraxinus uhdei</i>	82	6,722.5
Spruce	<i>Picea</i> sp.	6	338.0
Strawberry tree	<i>Arbutus unedo</i>	8	395.0
Sweetgum	<i>Liquidambar styraciflua</i>	26	1,334.0
Valley oak	<i>Quercus lobata</i>	1	181.5
Yellow birch	<i>Betula alleghaniensis</i>	1	57.5
Total		183	11,984.5

*Includes trees with multiple trunks at 4.5 feet above ground, at least 1 of which was 37 inches or greater circumference; total is the sum of all trunks at 4.5 feet above ground.

Trees on the property were mostly in good health (168 trees [92%] rated Good for health); however, structural issues are common (68 trees [37%] rated Fair or Poor for structure). Criteria for rating the health and structure of trees are summarized in **Attachment D**. The most common structural issue was lean and 1-sided canopy development caused by shading from neighboring trees. No protected trees were rated 0 (dead) or 1 (severe decline); five trees were rated 2 (declining): 1 plum/cherry, 1 sweetgum, and 3 shamel ashes (Table 2). The remaining 178 protected trees were rated 3 (Fair; 35), 4 (Good; 142), or 5 (Excellent; 1).

Table 2. Trees Rated in Declining Condition

Tree #	Common Name	Circ. (in.)
287	Shamel ash	85
291	Shamel ash	44.5
603	Plum/cherry	43, 26.5
624	Shamel ash	107
710	Sweetgum	52
Total		358.0

Nine trees had measured circumference between 36 and 37 inches and so were within one inch of the size threshold for protected trees (Table 3). These trees are included in this report as they may reach the threshold size in the next 12 – 18 months.

Table 3. Trees within 1 inch of the threshold for protected status

Tree #	Common Name	Circ. (in.)
120	Chinese pistache	36.5
248	Chinese pistache	36.5
690	Sweetgum	36.0
722	Sweetgum	36.0
724	Sweetgum	36.0
736	Chinese pistache	36.5
756	Chinese pistache	36.0
759	Chinese pistache	36.0
1012	Yellow birch	36.5
Total		326.0

SUMMARY/RECOMMENDATIONS

HELIX conducted an inventory of trees located at 1001 Gibraltar Drive that are protected by the City of Milpitas Code of Ordinances. A total of 183 trees on the property of sufficient size to qualify as protected trees were inventoried and assessed. This tree inventory and assessment is based on conditions at the time of the survey; site conditions and tree conditions are subject to change. A proposed site plan for the property was not available at the time of the survey; therefore, it is unknown which, if any, trees will be retained or removed. No trees on the property were judged to be a hazard to existing development. General recommendations for protection of trees during and after construction are provided in **Attachment E**. Please contact me at (916) 365-8700 x 102 or StephenS@helixepi.com should you have any questions or would like any further assistance with this project.

Sincerely,



Stephen Stringer, M.S.
Senior Biologist, Certified Arborist

Attachment A. Tree Location Map

Attachment B. Arborist Survey Data

Attachment C. Site Photos

Attachment D. Health and Structure Rating Criteria

Attachment E. General Recommendations for Tree Protection

Table B-1. Tree Inventory Data

Tag #	Species	Circ. (in.)	Dripline (ft.)	Height (ft.)	Health ¹	Struct ¹	Rating ²	Notes ³
6	Coast live oak	80	18	45	G	G	5	
38	Chinese fringe tree	43	20	30	G	G	4	
58	Spruce	58	10	40	G	F	4	
65	Coast redwood	47	10	35	F	G	3	SC
69	Coast redwood	58	10	50	F	G	3	SC
71	Coast redwood	60	10	50	F	G	3	SC
74	Coast redwood	58	10	50	F	G	3	SC
77	Spruce	51	12	50	G	G	4	
119	Coast live oak	54, 57	20	30	G	G	4	
120	Chinese pistache	36.5	10	25	G	G	4	
121	Chinese pistache	37	10	25	G	G	4	
133	Chinese pistache	42	16	25	G	F	4	EG; IB
143	Coast live oak	81, 51, 28	21	30	G	G	4	
148	London plane tree	60	18	30	G	G	4	
149	Chinese fringe tree	45	12	30	G	G	4	
150	Chinese fringe tree	42	12	30	G	G	4	
151	Chinese fringe tree	41	8	30	G	F	3	topping cuts
152	Chinese fringe tree	38.5	8	30	G	F	3	topping cuts
157	Chinese fringe tree	60	15	35	G	G	4	
158	Chinese fringe tree	40	10	30	G	F	4	topping cuts
163	Strawberry tree	45	20	20	G	F	4	overloaded limb
194	Strawberry tree	50	10	20	G	F	4	leans
195	Strawberry tree	43	10	20	G	G	4	
197	Strawberry tree	53.5	12	25	G	G	4	
198	Strawberry tree	48.5	15	30	G	G	4	
199	Strawberry tree	56	12	30	G	G	4	
218	Chinese fringe tree	44.5	12	15	G	G	4	
219	Spruce	54	15	50	G	G	4	
220	Spruce	60	15	50	G	F	3	leans
221	Spruce	56	15	50	G	G	4	
222	Spruce	59	15	50	G	G	4	
228	Queen palm	41	12	50	G	G	4	
237	Chinese fringe tree	41.5	16	25	G	F	3	leans
239	Chinese fringe tree	53	18	30	G	F	4	topping cuts
240	Chinese fringe tree	55.5	15	30	G	F	4	topping cuts
247	London plane tree	44.5	12	30	G	G	4	
248	Chinese pistache	36.5	14	20	F	F	3	EG; 1-sided
249	Chinese pistache	38	12	25	G	G	4	
250	Chinese pistache	42	15	25	G	G	4	
257	Chinese pistache	39	18	20	G	F	4	

Tag #	Species	Circ. (in.)	Dripline (ft.)	Height (ft.)	Health ¹	Struct ¹	Rating ²	Notes ³
258	London plane tree	47	12	30	G	G	4	
259	London plane tree	49	12	30	G	G	4	
260	London plane tree	51	15	30	G	G	4	
261	London plane tree	52.5	10	30	G	G	4	
262	London plane tree	45	18	40	G	F	3	leans; 1-sided
263	London plane tree	56.5	18	40	G	G	4	
264	Chinese pistache	38	12	20	G	G	4	
266	Chinese pistache	49	18	25	G	G	4	
267	Chinese pistache	42.5	12	15	G	G	4	
272	London plane tree	53	20	40	G	G	4	
277	Shamel ash	65	15	30	G	G	4	
278	Shamel ash	58	10	35	G	G	4	
279	Shamel ash	45.5	10	30	G	G	4	
282	London plane tree	43.5	12	35	G	G	4	
283	London plane tree	48.5	20	35	G	F	3	leans; overloaded limbs
287	Shamel ash	85	20	50	F	P	2	topping cuts; EG
288	Shamel ash	99.5	25	50	G	F	4	leans; 1-sided; IB
289	Shamel ash	87.5	25	55	G	G	4	
291	Shamel ash	44.5	12	20	F	P	2	topped; bent leaders
293	Yellow birch	57.5	10	12	G	P	3	crossing CDLs; MD @ base
296	Shamel ash	88	25	50	G	G	4	
297	Shamel ash	89	25	60	G	F	4	1-sided
298	Shamel ash	80.5	30	55	G	F	4	leans; 1-sided
299	Shamel ash	78	20	60	G	F	4	1-sided
300	Shamel ash	91	20	55	G	F	4	CL
601	Shamel ash	75	25	60	F	P	3	leans; 1-sided
603	Plum	43, 26.5	15	30	F	F	2	dead main branches; EG; IB
604	Shamel ash	86.5	25	50	G	F	4	leans
605	Shamel ash	81.5	25	50	G	P	3	crossing CDLs; fused bark; ESR; IB
606	Shamel ash	82	25	50	G	G	4	slight lean
607	Shamel ash	73	25	50	G	F	4	crossing CDLs w/ fused bark
608	Shamel ash	81	25	50	G	F	3	leans; crossing CDLs w/ fused bark
609	Shamel ash	77	25	50	G	F	4	leans
611	Shamel ash	95	30	40	F	G	3	SC; dieback
612	Shamel ash	59	30	40	G	G	4	
614	Shamel ash	130	30	50	G	F	4	
615	Shamel ash	87	30	50	G	G	4	slight lean
616	Sweetgum	47.5	12	25	G	F	4	1-sided
617	Sweetgum	46	15	25	G	G	4	

Tag #	Species	Circ. (in.)	Dripline (ft.)	Height (ft.)	Health ¹	Struct ¹	Rating ²	Notes ³
619	Sweetgum	52	15	35	G	P	3	leans; 1-sided; bend in trunk
620	Shamel ash	113	35	50	G	P	3	leans; 1-sided; overloaded limb
621	Shamel ash	72	25	45	F	G	3	SC; dieback; fungal fruiting bodies at roots
623	Shamel ash	80.5	25	50	G	G	4	
624	Shamel ash	107	30	50	F	F	2	CL; IB; SC; dieback
636	Chinese fringe tree	39.5	15	20	G	G	4	
640	Zelkova	42	9	20	G	G	4	
643	Zelkova	41	10	20	G	G	4	
644	Zelkova	48	10	20	G	G	4	
649	Zelkova	49	10	30	G	G	4	
652	Zelkova	53	10	30	G	G	4	
661	Zelkova	41	10	35	G	G	4	
674	Shamel ash	68.5	18	40	G	F	4	leans
676	Shamel ash	77	25	40	G	F	4	slight lean; ESR
677	Shamel ash	66	25	40	G	G	4	
678	Shamel ash	89.5	30	50	G	G	4	
679	Shamel ash	73	30	50	G	F	4	1-sided
680	Shamel ash	80.5	30	50	G	F	4	slight lean; 1-sided
681	Shamel ash	81.5	20	50	G	G	4	
690	Sweetgum	36	12	30	G	G	4	
693	Sweetgum	39.5	10	35	G	G	4	
694	Sweetgum	55.5	12	40	G	G	4	
695	Sweetgum	55	9	40	G	G	4	
696	Shamel ash	66.5	15	40	G	G	4	
697	Shamel ash	66.5	15	40	G	G	4	
698	Shamel ash	83	20	45	G	G	4	
699	Shamel ash	95	25	45	G	G	4	cabled
700	Shamel ash	78	20	45	G	F	3	leans; 1-sided
701	Sweetgum	49	12	45	G	G	4	
702	Sweetgum	45	12	40	G	G	4	
704	Sweetgum	41.5	10	35	F	G	3	SC; dieback
705	Sweetgum	53	15	40	G	G	4	
706	Shamel ash	89	25	50	G	G	4	
707	Shamel ash	80.5	16	50	G	F	3	leans; 1-sided; overloaded limb; CDL
708	Sweetgum	55	20	45	G	G	4	
709	Sweetgum	57	12	40	G	G	4	
710	Sweetgum	52	8	25	P	F	2	overloaded limb; OPC; dieback; SC
711	Sweetgum	65	12	30	G	G	4	
712	Sweetgum	63.5	20	30	G	F	3	leans; 1-sided; OPC

Tag #	Species	Circ. (in.)	Dripline (ft.)	Height (ft.)	Health ¹	Struct ¹	Rating ²	Notes ³
713	Shamel ash	111	25	50	G	G	4	
714	Shamel ash	70	24	35	G	F	3	1-sided; suppressed
715	Sweetgum	60	15	35	G	G	4	
716	Sweetgum	51	12	40	G	G	4	
722	Sweetgum	36	10	30	G	G	4	
724	Sweetgum	36	12	28	G	G	4	
726	Chinese fringe tree	37	12	35	G	G	4	
728	Sweetgum	54	15	40	G	G	4	
734	Shamel ash	49.5	15	35	G	G	4	
735	Shamel ash	64	15	30	G	G	4	
736	Chinese pistache	36.5	9	15	G	G	4	
737	Chinese pistache	44.5	10	15	G	G	4	
746	Chinese pistache	39	10	12	G	G	3	dieback
754	Chinese pistache	41	12	25	G	G	4	
756	Chinese pistache	36	18	25	G	F	3	overloaded limbs
757	Chinese pistache	37.5	18	25	G	F	4	overloaded limb
759	Chinese pistache	36	15	25	G	G	4	
762	Chinese pistache	37	18	25	G	G	4	
766	Shamel ash	53	15	30	G	G	4	
767	Shamel ash	42	10	20	G	G	4	
768	Shamel ash	45	10	25	G	G	4	
772	Chinese pistache	38.5	15	25	G	G	4	
774	Chinese pistache	46	20	30	G	G	4	
787	Sweetgum	37	15	20	G	F	3	leans; 1-sided; overloaded limb
788	Sweetgum	50.5	15	35	G	G	4	
789	Sweetgum	48.5	18	35	G	F	3	overloaded limbs
790	Sweetgum	46.5	15	35	G	G	4	1-sided
792	Shamel ash	50	15	30	G	F	3	1-sided
793	Shamel ash	85	20	40	G	G	4	
794	Shamel ash	83.5	25	40	G	F	4	1-sided
795	Shamel ash	82	25	40	G	F	3	leans; overloaded limbs
802	Shamel ash	115.5	20	40	G	G	4	
803	Shamel ash	100	20	50	G	G	4	slight lean
804	Shamel ash	77	25	55	G	G	4	
805	Shamel ash	87	30	55	G	G	4	slight lean
806	Shamel ash	89	20	50	G	G	4	IB
807	Shamel ash	77.5	20	50	G	G	4	
808	Shamel ash	90	20	50	G	G	4	
809	Shamel ash	67	20	50	G	G	4	
810	Shamel ash	79	30	50	G	P	3	severe lean; 1-sided
811	Shamel ash	123	20	50	G	G	4	slight lean
813	Shamel ash	107.5	30	50	G	F	4	1-sided

Tag #	Species	Circ. (in.)	Dripline (ft.)	Height (ft.)	Health ¹	Struct ¹	Rating ²	Notes ³
814	Shamel ash	90	18	45	G	G	4	
815	Sweetgum	58	15	30	G	G	4	
816	Sweetgum	50	15	30	G	F	3	leans; 1-sided; DBF
817	Sweetgum	58	12	30	F	G	3	large decayed wound in trunk
818	Shamel ash	97	20	45	G	G	4	
819	Shamel ash	63	15	40	G	G	4	
820	Shamel ash	52	15	40	F	F	3	IB; 1-sided, dieback; SC
821	Shamel ash	92	25	50	G	F	4	leans; 1-sided; overloaded limb
822	Shamel ash	108	25	55	G	F	4	leans; CL; IB
823	Shamel ash	83	18	50	G	F	4	leans
884	Sweetgum	44	10	40	G	G	4	
899	Shamel ash	73	40	40	G	F	3	leans; 1-sided; overloaded limb
933	Strawberry tree	49	15	20	G	G	4	
938	Chinese pistache	41.5	10	25	G	G	4	
948	London plane tree	42.5	20	30	G	F	4	leans; overloaded limbs
949	London plane tree	69	20	30	G	F	3	leans; overloaded limbs
950	London plane tree	60.5	15	35	G	F	4	bend in trunk
992	Shamel ash	70	20	40	G	G	4	slight lean
993	Shamel ash	106	20	40	G	G	4	
994	Shamel ash	86.5	25	40	G	F	3	leans; 1-sided
995	Shamel ash	95	20	45	G	G	4	
997	Shamel ash	97	18	40	G	F	4	overloaded limb
998	Valley oak	181.5	25	40	G	F	4	cabled; overloaded limb; OPC
1000	Shamel ash	74	18	40	G	G	4	slight lean
1003	Shamel ash	82	35	40	G	G	4	leans; 1-sided
1004	Shamel ash	89	30	50	G	F	4	
1008	Chinese fringe tree	42	12	20	G	F	4	CL w/ fused bark; multiple CDL
1011	Shamel ash	111.5	30	50	G	F	4	leans; 1-sided
1012	Yellow birch	36.5	8	12	G	F	3	MD to main trunk; multiple CDL
1014	Shamel ash	93.5	25	50	G	G	4	
1015	Shamel ash	107	20	50	G	F	4	1-sided
1025	Strawberry tree	50	12	25	G	G	4	

Shaded lines are trees rooted on the street side of the sidewalk = possible street trees

Gray font indicates trees less than, but within 1 inch of, 37 inches circumference

¹G=Good; F=Fair; P=Poor

²2=declining – may die within 5 years; 3=fair – health or structural issues but likely to survive more than 5 years; 4=good; 5=excellent

³CDL=co-dominant leaders; CL=crossing limbs; DBF=decayed branch failures; EG=epicormic growth; ESR=exposed structural roots; IB=included bark; MD=mechanical damage; OPC=old pruning cuts; SC=sparse canopy; 1-sided=asymmetrical canopy development



Photo 1: Shamel ashes along Gibraltar Drive.



Photo 2: Chinese pistache trees in the parking lot at Gibraltar and South Milpitas.



Photo 3: Japanese zelkovas at the north end of the property.



Photo 4: Crape myrtles on the east side of the northern building.



Photo 5: Shamel ashes and a large valley oak at the southeast corner of the property.



Photo 6: Sweetgums and shamel ashes along South Milpitas Blvd near Ames Avenue.



Photo 7: Small olive and paloverde trees in the interior of the property.



Photo 8: Spruces and coast redwoods in the interior of the property.

The following tables provide summaries of the criteria used for rating the health and structure of trees in the survey. Overall tree ratings were based on the individual ratings for health and structure.

Health

Health is an indication of the overall vigor and vitality of the tree expressed as a rating of Good, Fair, or Poor. Ratings for health were based on the criteria in Table D-1.

Table D-1. Criteria for Rating Tree Health

Good	Little or no Evidence of Stress, Disease, Infestation, or Nutrient Deficiency. Foliage (if present on deciduous species) is of average or better density, size, and color for the species; foliage in the canopy is evenly distributed; twig elongation and bud density are normal for the species; there is no evidence of dieback; there is little or no epicormic growth (water sprouts); there are not excessive numbers of galls or excessive evidence of herbivory; callusing, if present, is vigorous; bark is healthy and intact; there are no signs of senescence.
Fair	Moderate Evidence of Stress, Disease, Infestation, or Nutrient Deficiency. Foliage is below average density, size, or color for the species; foliage density may be lower in some parts of the canopy; twig elongation and bud density may be moderately reduced; some evidence of dieback may be present; some epicormic growth may be present; gall or herbivore load is higher than average for the species; callusing of old wounds is not well-developed; there may be evidence of small areas of infection such as bark swelling or sloughing; the tree may be over-mature or beginning to senesce.
Poor	Abundant Evidence of Stress, Disease, Infestation, or Nutrient Deficiency. Foliage and/or buds are sparse; leaves are reduced in size or of unhealthy color; the canopy is sparse and underdeveloped; there is widespread evidence of dieback; twig elongation is severely reduced; there is abundant epicormic growth; gall load, insect exit holes, or evidence of herbivory is severe; old wounds are not callused; there is widespread evidence of bark swelling, splitting, or sloughing in the root crown, trunk, or major limbs; the tree is senescent.

Structure

Structure is an indication of the structural stability and failure potential of the tree expressed as a rating of Good, Fair, or Poor. Ratings for structure were based on the criteria in Table D-2.

Table D-2. Criteria for Rating Tree Structure

Good	Low Potential for Failure. No wounds, cavities, decay, or indications of hollowness evident in the root crown, trunk, or major limbs; no exposed anchor roots or circling roots; no codominant branching or multiple trunk attachments; no
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	crossing limbs; little or no included bark at branch attachments; no dead major limbs; no major limb failures; no overburdened limbs; no excessive or unnatural lean; proper development of trunk taper; structure is more or less symmetrical.
Fair	Moderate Potential for Failure. Small to moderate wounds, cavities, decay, or indications of hollowness may be present in the root crown, trunk, or major limbs; minor exposure of anchor roots; no circling roots; codominant trunks or multiple trunk attachments are present but included bark is absent or not well-developed; no large crossing limbs are present; small or medium-sized dead limbs may be present in the canopy; no large limb failures; limbs may be slightly overburdened; natural or only minor lean is evident with well-developed reaction wood; canopy development may be slightly to moderately asymmetrical.
Poor	High Potential for Failure. Significant wounds, cavities, decay, or indications of hollowness evident in the root crown, trunk, or major limbs; anchor roots are exposed or the tree has lost anchorage; circling roots are present; codominant branching or multiple trunk attachments are present; large crossing limbs are present; significant amounts of included bark are present at trunk and branch attachments; large dead limbs are present in the canopy; evidence of past large limb failures; overburdened limbs; poor trunk taper; excessive or unnatural lean or drastically unbalanced canopy development.

General Protection Guidelines for Trees Planned for Preservation

To prevent soil compaction:

- 6-8 inches of wood chips should be spread inside the dripline of trees where temporary construction traffic or staging would occur. Chips should be removed after project completion, or the depth reduced to no more than 4 inches. Alternatively, bridging root areas with steel plates would reduce damage to roots within construction traffic areas.
 - A circle with a radius measurement from the trunk of the tree to the tip of its longest limb, plus one foot, constitutes the critical root zone protection area of each protected tree. Limbs must not be cut back in order to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of each protected tree. Removing limbs that make up the dripline does not change the protected area.

To reduce damage due to raising the existing grade:

- Grading within the protected zone of a protected tree should be minimized. Cuts within the protected zone should be maintained at less than 20% of the critical root zone area. Grade cuts should be monitored by the project Arborist. Any damaged roots encountered should be root pruned and properly treated as deemed necessary by the Project Arborist.
- Construct an open-joint wall of shell, brick, rock or masonry in a circle around the tree trunk, with at least 1 to 2 feet between the wall and trunk. This wall should be as high as the top of the new grade. This opening is commonly referred to as a tree well.
- If fills exceed 1 foot in depth up to 20% of the critical root zone area, aeration systems may serve to mitigate the presence of the fill materials as determined by the Project Arborist.
- Construct an aeration system using 4-inch agricultural clay tile or 4-inch perforated plastic pipe arranged in five to six horizontal lines radiating from the tree well like spokes in a wheel to a point beyond the branch spread. Allow excess moisture to drain away by installing the radial lines so they slope away from the trunk. Connect the outer ends of the radiating system with a circle of tile or perforated plastic pipe.
- To provide vents, place 4- or 6-inch plastic pipe or bell tile upright over the junction of the radial lines with the circle. They should extend to the surface of the planned grade level. Extend the lower end of the aeration system to a curb or storm drain to carry excess moisture away from the root system.
- Cover the exposed soil and tile system with rock or coarse gravel to a depth of 6 to 18 inches, depending on the amount of fill. Follow this with a covering layer of gravel. Place a thin layer of straw, woven plastic or other porous material over the gravel to prevent soil from filtering into the gravel and stone. Fill with good topsoil to the desired grade.

- When fill materials are deemed necessary on two or three sides of a tree it is critical to provide for drainage away from the critical root zone area of the tree (particularly when considering heavy winter rainfalls). Overland releases and subterranean drains dug outside the critical root zone area and tied directly to the main storm drain system are two options.
- The construction of impervious surfaces within the dripline of a protected tree should be minimized. When necessary, a piped aeration system should be installed under the direct supervision of the Project Arborist.
- Preservation devices such as aeration systems, tree wells, drains, special paving and cabling systems must be installed in conformance with approved plans and certified by the Project Arborist.
- To discourage rodents, fill the tree well with enough coarse gravel to cover the ends of the lines opening into the well. Also fill the upright bell tile and cover with a screen or grill.
- Minor roots less than one inch in diameter encountered during approved excavation and/or grading activities may be cut, but damaged roots should be traced back and cleanly cut behind any split, cracked or damaged area as deemed necessary by the Project Arborist.
- Major roots greater than one inch in diameter encountered during approved excavation and/or grading activities may not be cut without approval of the Project Arborist. Depending upon the type of improvement being proposed, bridging techniques or a new site design may need to be employed to protect the roots and the tree.
- Cut faces, which will be exposed for more than 2-3 days, should be covered with dense burlap fabric and watered to maintain soil moisture at least on a daily basis (or possibly more frequently during summer months). If any native ground surface fabric within the protected zone must be removed for any reason, it should be replaced within 48 hours.
- In cases where a permit has been approved for construction of a retaining wall(s) within the protected zone of a protected tree the applicant will be required to provide for immediate protection of exposed roots from moisture loss during the time prior to completion of the wall. The retaining wall within the protected zone of the protected tree should be constructed within 72 hours after completion of grading within the root protection zone.

General Construction Site Recommendations:

- A minimum 4-foot tall, brightly colored, synthetic fence should be installed around the limits of the work area or around outermost edge of the protected zone of trees that are designated for retention on-site. Encroachment into the fenced areas should be restricted to the minimum amount feasible and fencing should remain in place until all construction activities have ceased. The protected zone is defined as the “dripline” (which is an imaginary line that is drawn on the ground around the tree at the

outermost limit of the canopy) or in cases where construction is encroaching on the dripline of a retained tree, the protected zone is the portion of the tree's dripline that is being protected. Fencing should be installed in accordance with an approved fencing plan prior to the commencement of any grading operations or such other time as determined by the review body.

- Signs should be installed on the protective fence in four equidistant locations around each individual tree. The size of the sign should be a minimum of two by two feet and contain the following language "Warning: This Fence Shall Not Be Removed or Relocated Without Written Authorization From **insert governing body**". Protective fencing should remain in place throughout the entire construction period and should not be removed, relocated, taken down or otherwise modified without prior written authorization.
- All portions of permanent fencing that will encroach into the protected zone of a protected tree should be constructed using posts set no closer than ten feet on center. Posts should be spaced in such a manner as to maximize the separation between the tree trunks and the posts in order to reduce impacts to the trees(s).
- The fenced area should be kept clear of building materials, waste, and excess soil.
- No digging, trenching, compaction, or other soil disturbance should be allowed in the fenced area.
- The storage of construction equipment or hazardous materials such as gasoline, oil, or other toxic chemicals should not be allowed in or adjacent to the fenced area.
- Storage areas for equipment, soil, and construction materials as well as burn sites (if permitted), cement washout pits, and construction work zones should be kept away from protected trees and outside the fenced in area.
- Cable, chain, rope or signage should not be attached to retained trees.
- Designated roads and parking areas should be established. All construction personnel should be restricted to driving and parking in designated areas. Discharge of exhaust from construction vehicles and equipment should not be allowed near the protected zone of trees.
- Grade changes should be avoided near fenced areas to the maximum extent possible.
- No sprinkler or irrigation system should be installed in such a manner that sprays water or required trenching within the dripline of a protected tree. An above ground drip irrigation system is recommended. An independent low-flow drip irrigation system may be used for establishing drought tolerant plants within the protected zone of a protected tree. Irrigation should be gradually reduced and discontinued after a 2-year period.
- Landscaping beneath native oak trees may include non-plant materials such as bark mulch, wood chips, boulders, etc. Planting live material under protected native oak trees is generally discouraged and is not recommended within 6 feet of the trunk of a native oak tree with a diameter at breast height (DBH) of 18 inches or less, or within 10

feet of the trunk of a native oak tree with DBH of more than 18 inches. The only plant species which should be planted with the dripline of native oak trees are those which are tolerant of the natural, semi-arid environs of the tree(s).

Recommendations for Construction Activities in the Vicinity of Retained Trees:

- Any protected trees on site which require pruning should be pruned by an ISA Certified Arborist prior to the start of construction work. All pruning should be in accordance with the American National Standards Institute (ANSI) A300 pruning standards, ANSI Standard 2133.1-2000 regarding safety practices, and the International Society of Arboriculture (ISA) "Tree Pruning Guidelines" and Best Management Practices.
- Trenching within the dripline of retained trees should be avoided to the maximum extent practicable and kept a minimum distance of 10 times the diameter of the tree away from its trunk. If necessary, this trenching should be conducted using hand excavation or compressed air to reduce impacts to tree roots. Machine trenching should not be allowed within the dripline of retained trees. Trenching inside the dripline should be monitored by a certified arborist who may direct the construction crew to use hand tools rather than heavy equipment. Hand saws, pass-through pruners, shovels and trowels, burlap cloth, and water should be available at all times during trenching inside the dripline. If pipes must be installed closer to the tree than a distance of 10 times the diameter of the tree away from its trunk, they should be bored beneath the tree a minimum of 3 feet below the ground surface to reduce impacts to roots.
- Excavation should also be minimized within the dripline of retained trees. Construction within the dripline of retained trees should be conducted in a manner that minimizes excavation and provides for the best preservation of roots as determined by the Project Arborist.
- If tree roots are severed outside of the fenced area, they should be severed cleanly and kept moist. All exposed roots outside of fenced areas should be covered with protective material during construction such as mulch or plywood sheets to reduce soil compaction. Protective material should be removed upon completion of construction activities.
- Construction activities involving soil disturbance should be avoided during hot, dry, weather and trees should be watered before, during, and after trenching and excavation within the dripline of retained trees to offset water loss due to cut roots.
- Grading within the driplines of retained trees should be avoided wherever feasible.
- Any removal of paving or structures (i.e. demolition) that occurs within the dripline of a protected tree should be done under the direct supervision of the Project Arborist.
- No sign, ropes, cables (except those which may be installed by an ISA Certified Arborist to provide limb support) or any other items should be attached to the protected trees. Small metallic numbering tags for the purpose of identification in preparing tree reports and inventories should be allowed.

- No vehicles, construction equipment, mobile homes/office, supplies, materials or facilities should be driven, parked, stockpiled or located within driplines of protected trees.
- Drainage patterns on the site should not be modified so that water collects, stands or is diverted across the dripline of any protected tree.
- No trenching should be allowed within the driplines of protected trees, except as specifically approved by the Planning Department as set forth in the project's Conditions of Approval and/or approved tree permit. If it is absolutely necessary to install underground utilities within the dripline of a protected tree the utilizing hand tools to avoid root injury under the direct supervision of the Project Arborist.

Recommendations for Protection of Trees Post-Construction:

- Post-construction inspections of the trees should be conducted by a Certified Arborist or Certified Tree Worker to determine if retained trees are stressed (e.g., water stress, nutrient stress) or damaged (e.g., broken branches, trunk damage). Appropriate corrective actions should be implemented as necessary. Such corrective actions may include remediation of severe soil compaction through vertical mulching or a similar technique, remedial pruning to repair damaged or broken limbs, application of mulch, application of root stimulant to encourage new root growth in trees that have a significant portion of their roots lost due to cutting or soil compaction, etc.
- Aeration of soil by vertical mulching or similar technique should be implemented around retained trees to offset the impacts of soil compaction that has already occurred due to construction activities and other site uses.
- All trees that will be preserved following project construction should be periodically monitored by a qualified tree care professional for the life of the project. The project (*i.e.*, homeowners association/property owner) should be responsible for providing for monitoring and ongoing care and maintenance of all preserved trees on the site.

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1000 Gibraltar Drive

15164 Addendum to the 1000 Gibraltar Drive Final EIR

B.3 - Tree Survey Report Addendum

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Stringer Biological Consulting, Inc.

June 6, 2025

Todd Chandler | Development Manager
Panattoni Development Company, Inc.
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Office: 916.379.3105 |
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Subject: Arborist Report Addendum for 1001 Gibraltar Drive, City of Milpitas, CA.

Mr. Chandler:

Stringer Biological Consulting, Inc. (SBC) conducted an arborist survey and prepared this Arborist Report Addendum for the property located at 1001 Gibraltar Drive in the City of Milpitas, California. An arborist report was previously prepared for the property by HELIX Environmental Planning, Inc. (HELIX) in 2019, under the supervision of SBC Principal Biologist/Arborist Stephen Stringer who was employed at HELIX at the time. The purpose of the arborist report addendum is to provide an updated inventory of trees on the property protected by the City of Milpitas.

Existing Conditions

Project Location and Site Description

The property is located at 1001 Gibraltar Drive in the City of Milpitas, California. The property consists of Santa Clara County Assessor's Parcel Number 08642033 and is approximately 30 acres in size. The approximate center of the property is at latitude 37°25'05.08" N and longitude 121°53'28.73" W (NAD 83) at an elevation of 45 feet above mean sea level.

The property contains a vacant corporate campus including office buildings and research/development facilities. The entire property was previously landscaped with a large number and variety of ornamental trees, the majority of which were smaller than 37 inches in circumference (HELIX 2019). Many of the ornamental trees in the landscaped areas around the buildings were no longer present at the time of the survey conducted in May 2025 in support of this addendum report (See Results Section).

Regulatory Background and Arborist Report History

Under Section 4.02 of the City of Milpitas Code of Ordinances (code), it is unlawful for any person other than City personnel in the performance of their duty to remove a protected tree or street tree without applying for a permit issued by the Public Works Department. Chapter 201.5 of the code defines protected trees on commercial/industrial properties as "all trees which have a 37-inch or greater circumference of any trunk measured 4.5 feet from the ground." The code defines street trees as those "located in the public right-of-way between the curb and the sidewalk."

An arborist report was prepared for the property by HELIX Environmental Planning, Inc., dated April 1, 2019 (HELIX 2019). HELIX (2019) identified roughly 500 trees on the property including a total of 183

protected trees as defined by City code with a total circumference of 11,984.5 inches. Nine additional trees were identified that were within 1 inch of protected status.

Methods and Surveyor Qualifications

In support of this report, an arborist survey was conducted at the property on May 22-23, by SBC Principal Biologist/Arborist Stephen Stringer, M.S. with assistance from an SBC biological technician. During the site visit, all of the trees on and overhanging the property were measured as well as assessed for health and structure and given an overall condition rating following the methodology described in HELIX 2019. All of the existing trees in Attachment B (Table B-1) of the HELIX report (HELIX 2019) were assessed. The tree inventory map from HELIX (2019) was used to locate trees on the property and numbered aluminum tree tags placed on the trees during the HELIX arborist survey were used for identification of each tree. The health assessment consisted of a rapid visual inspection of the trees from the ground based on the observed conditions at the time of the survey and did not include an in-depth health inspection of the crown or roots. As such, the health assessment is a general assessment of the health of each tree and is not intended to constitute a thorough analysis of the health/condition of the trees.

The circumference of each tree was measured at approximately 4.5 feet above grade using a U.S. Tape Company forester's tape measure. For multi-trunked trees, the circumference of each trunk was measured and added. The drip line of each tree was measured with a tape measure and the height of each tree was visually estimated. The drip line is defined as "an area of the ground delineated by the vertical projection of the outside periphery of the crown area of a tree down to the ground surface." Each tree's drip line was determined by measuring the distance from the trunk to the outermost extent of the canopy. Each tree was then evaluated for health and structure and assigned a rating of 0 (dead), 1 (severe decline), 2 (declining), 3 (fair), 4 (good), or 5 (excellent). Notes such as irregularities, scars, or other growth characteristics or vigor indicators were recorded for all trees rated 3 or less.

Mr. Stringer is an International Society of Arboriculture (ISA) Certified Arborist (WE-7129A) and holds a B.S. and M.S. Degree in Biology from California State University, Sacramento. Mr. Stringer has been a Certified Arborist since 2004 and has worked as a consulting arborist on hundreds of projects throughout California. He conducts arborist inventories, tree impact assessments, develops tree preservation and avoidance measures, and monitors work around trees during construction in compliance with project permits.

Results:

Current data for all of the protected trees remaining on and overhanging the site is included as a table in **Attachment A**, with previously inventoried trees that are no longer present noted as "removed" in the comments. A total of 98 trees large enough to qualify as protected trees according to the City of Milpitas code were present on or overhanging the property at the time of our survey in May 2025 and were alive. Six of the protected trees are sweetgum trees (*Liquidambar styraciflua*) along the northern property line that are large enough to qualify as protected trees that were not identified as protected trees in 2019. These six sweetgum trees are numbered 2000 to 2005 in **Attachment A**. Seven additional protected trees were present but dead. None of the other protected trees previously inventoried on the property were present at the time of our survey. Additionally, no trees were present with a circumference between 36 and 37 inches that may grow to become protected trees in the next 12-18 months. Representative photos are included in **Attachment B**.

A summary of the live protected trees on the property is included as **Table 1**. The majority of the protected trees are Shamel ash (71) and sweetgum (20), as well as 1 valley oak, 5 London plane trees, and 1 Chinese pistache.

Table 1: Summary of live protected trees

Common Name	Scientific Name	Count	Total Circ. (in.)
Chinese pistache	<i>Pistacia chinensis</i>	1	44
London plane tree	<i>Platanus x acerifolia</i>	5	251
Shamel ash	<i>Fraxinus uhdei</i>	71	6,009
Sweetgum	<i>Liquidambar styraciflua</i>	20	1,016.5
Valley oak	<i>Quercus lobata</i>	1	187
Totals		98	7,507.5

*Includes trees with multiple trunks at 4.5 feet above ground, at least 1 of which was 37 inches or greater circumference; total is the sum of all trunks at 4.5 feet above ground. Dead trees are not included in this table.

The majority of the trees have declined since the survey in 2019, with the majority of the trees in fair condition versus the majority of the trees being in good condition in 2019 (HELIX 2019). No trees were rated as 5 ("Excellent"). A total of 16 trees were rated as 4 ("Good"), 54 trees were rated as 3 ("Fair"), 20 trees were rated as 2 ("Declining"), and 8 rated as 1 ("Severe Decline"). Criteria for rating the health and structure of trees are summarized in **Attachment C**. Many of the trees exhibited moderate to severe crown dieback, sparse canopy, and broken limbs. The most common structural issue was lean and 1-sided canopy development caused by shading from neighboring trees. Table 2 is a summary of trees rated as 2 (Declining) or 1 (Severe Decline).

Table 2: Trees rated as 2 (Declining) or 1 (Severe Decline)

Tree #	Condition	Common Name	Circ. (in.)
291	1	Shamel ash	48
611	1	Shamel ash	94
621	1	Shamel ash	73
680	1	Shamel ash	81
618	1	Sweetgum	37
701	1	Sweetgum	51
712	1	Sweetgum	50
715	1	Sweetgum	58
258	2	London plane tree	49
259	2	London plane tree	50
260	2	London plane tree	52
282	2	London plane tree	48
283	2	London plane tree	52
300	2	Shamel ash	91
601	2	Shamel ash	77
606	2	Shamel ash	82
620	2	Shamel ash	116

Tree #	Condition	Common Name	Circ. (in.)
624	2	Shamel ash	110
698	2	Shamel ash	84
797	2	Shamel ash	51
807	2	Shamel ash	80.5
809	2	Shamel ash	67
821	2	Shamel ash	93
617	2	Sweetgum	47
708	2	Sweetgum	56
716	2	Sweetgum	52
816	2	Sweetgum	50
817	2	Sweetgum	58
		Total	1,857.5

Summary and Recommendations:

SBC conducted an inventory of trees located at 1001 Gibraltar Drive that are protected by the City of Milpitas Code of Ordinances. A total of 98 trees on the property of sufficient size to qualify as protected trees were inventoried and assessed. Seven additional protected trees were present but dead. This tree inventory and assessment is based on conditions at the time of the survey; site conditions and tree conditions are subject to change. Trees rated as 2 (Declining) or 1 (Severe Decline) are generally not suitable for retention on the property and could pose a hazard when the site is redeveloped due to the potential for trunk or limb failure. General recommendations for protection of trees during and after construction are provided in **Attachment D**.

Thank you for the opportunity to work on this project. If you need further information, please contact me at (916) 996-9374 or StringerBiological@outlook.com to discuss the results of this report.

Sincerely,



Stephen Stringer, M.S.
Principal Biologist/ISA Certified Arborist WE-7129A

Attachments:

Attachment A – Arborist Survey Data

Attachment B – Representative Site Photos

Attachment C – Health and Structure Rating Criteria (From HELIX 2019)

Attachment D – General Recommendations for Tree Protection (From HELIX 2019)

Project Name: 1001 Gibraltar Drive, Milpitas, CA

Arborist Name: Stephen Stringer (WE-7129A)

Survey Date: May 22-23, 2025

Tag #	Species	Circ. (in)	Dripline (ft)	Height (ft)	Health ¹	Struct. ¹	Rating ²	Notes ³
6	Coast live oak	80						Removed
38	Chinese fringetree	42						Removed
58	Spruce	58						Removed
65	Coast redwood	47						Removed
69	Coast redwood	58						Removed
71	Coast redwood	60						Removed
74	Coast redwood	58						Removed
77	Spruce	51						Removed
119	Coast live oak	54, 57						Removed
120	Chinese pistache	36.5						Removed
121	Chinese pistache	37						Removed
133	Chinese pistache	42						Removed
143	Coast live oak	81, 51,						Removed
148	London plane tree	60						Removed
149	Chinese fringetree	45						Removed
150	Chinese fringetree	42						Removed
151	Chinese fringetree	41						Removed
152	Chinese fringetree	38.5						Removed
157	Chinese fringetree	60						Removed
158	Chinese fringetree	40						Removed
163	Strawberry tree	45						Removed
194	Strawberry tree	50						Removed
195	Strawberry tree	43						Removed
197	Strawberry tree	53.5						Removed
198	Strawberry tree	48.5						Removed
199	Strawberry tree	56						Removed
218	Chinese fringetree	44.5						Removed
219	Spruce	54						Removed

Tag #	Species	Circ. (in)	Dripline (ft)	Height (ft)	Health ¹	Struct. ¹	Rating ²	Notes ³
220	Spruce	60						Removed
221	Spruce	56						Removed
222	Spruce	59						Removed
228	Queen palm	41						Removed
237	Chinese fringetree	41.5						Removed
239	Chinese fringetree	53						Removed
240	Chinese fringetree	55.5						Removed
247	London plane tree	44.5						Removed
248	Chinese pistache	36.5						Removed
249	Chinese pistache	38						Removed
250	Chinese pistache	42						Removed
257	Chinese pistache	39						Removed
258	London plane tree	49	12	30	F-P	F-P	2	Severe dieback
259	London plane tree	50	12	30	F-P	F-P	2	Severe dieback
260	London plane tree	52	15	30	F-P	F-P	2	Severe dieback
261	London plane tree	52.5						Removed
262	London plane tree	45						Removed
263	London plane tree	56.5						Removed
264	Chinese pistache	38						Removed
266	Chinese pistache	49						Removed
267	Chinese pistache	42.5						Removed
272	London plane tree	53						Removed
277	Shamel ash	65						Removed
278	Shamel ash	58						Removed
279	Shamel ash	45.5						Removed
282	London plane tree	48	12	35	F-P	F-P	2	Severe dieback
283	London plane tree	52	20	35	F-P	F-P	2	Leans; overloaded limbs; dieback
287	Shamel ash	85						Removed
288	Shamel ash	99.5						Removed
289	Shamel ash	90	25	55	F	F	3	CDLs with included bark
291	Shamel ash	48	12	20	P	P	1	Topped; bent leaders; crown dieback

Tag #	Species	Circ. (in)	Dripline (ft)	Height (ft)	Health ¹	Struct. ¹	Rating ²	Notes ³
293	Yellow birch	57.5						Removed
296	Shamel ash	94	25	50	F	F	3	CDLs; dieback
297	Shamel ash	91.5	25	60	F	F	3	1-sided; CDLs; BF
298	Shamel ash	81	30	55	F	F	3	Leans; 1-sided; SC; dieback
299	Shamel ash	79	20	60	F	F	3	1-sided; CDLs
300	Shamel ash	91	20	55	F-P	P	2	CL; SC; dieback
601	Shamel ash	77	25	60	F-P	P	2	Leans; 1-sided; SC; dieback
603	Plum	43, 26.5						Removed
604	Shamel ash	87	25	50	F	F	3	Leans; CDLs with included bark
605	Shamel ash	82.5	25	50	F	P	3	Crossing CDLs; fused bark; ESR; IB
606	Shamel ash	82	25	50	F	P	2	Light lean; CDLs with included bark; SC
607	Shamel ash	75	25	50	F	F	3	Crossing CDLs with fused bark; SC
608	Shamel ash	82	25	50	F	F	3	Leans; crossing CDLs with fused bark
609	Shamel ash	78	25	50	F	F	3	Leans; roots crowded by sidewalk
611	Shamel ash	94	30	40	P	P	1	SC; severe dieback; broken limbs
612	Shamel ash	62.5	30	40	F	F	3	SC; epicormic roots crowded by sidewalk
614	Shamel ash	139	30	50	F-G	F	4	Trunk wound with decay
615	Shamel ash	89	30	50	F	F	3	Slight lean; SC
616	Sweetgum	49	12	25	F	F	3	Slight lean; SC
617	Sweetgum	47	15	25	F-P	F	2	Moderate to severe dieback
618	Sweetgum	37	12	15	P	P	1	Prior failure
619	Sweetgum	57	15	35	F	P	3	Leans; 1-sided; bend in trunk; dieback
620	Shamel ash	116	35	50	F-P	P	2	Leans; 1-sided; overloaded limb; severe dieback

Tag #	Species	Circ. (in)	Dripline (ft)	Height (ft)	Health ¹	Struct. ¹	Rating ²	Notes ³
621	Shamel ash	73	25	45	P	P	1	SC; dieback; fungal fruiting bodies at roots
623	Shamel ash	84	25	50	F	F	3	Broken limbs
624	Shamel ash	110	30	50	F-P	F	2	CL; IB; SC; dieback
636	Chinese fringetree	39.5						Removed
640	Zelkova	42						Removed
643	Zelkova	42						Removed
644	Zelkova	48						Removed
649	Zelkova	49						Removed
652	Zelkova	53						Removed
661	Zelkova	41						Removed
674	Shamel ash	68.5						Removed
676	Shamel ash	77						Removed
677	Shamel ash	68	25	40	F	F	3	SC; dieback
678	Shamel ash	90	30	50	F	F	3	IB
679	Shamel ash	76	30	50	F	F	3	1-sided; dieback
680	Shamel ash	81	30	50	F-P	P	1	Slight lean; 1-sided; dieback; SC; epicormics
681	Shamel ash	84	20	50	F	F	3	SC
690	Sweetgum	36						Removed
693	Sweetgum	39.5					0	Dead
694	Sweetgum	55.5						Removed
695	Sweetgum	55						Removed
696	Shamel ash	68	15	40	F	F	3	SC; dieback
697	Shamel ash	66.5						Removed
698	Shamel ash	84	20	45	F-P	P	2	DBF; dieback
699	Shamel ash	97	25	45	G	G	4	Cabled; SC; dieback; BF; DBF; CDLs; fused bark
700	Shamel ash	79.5	20	45	F	F	3	IB; leans; 1-sided
701	Sweetgum	51	12	45	P	P	1	Severe dieback
702	Sweetgum	45					0	Dead
704	Sweetgum	41.5					0	Dead

Tag #	Species	Circ. (in)	Dripline (ft)	Height (ft)	Health ¹	Struct. ¹	Rating ²	Notes ³
705	Sweetgum	53					0	Dead
706	Shamel ash	89	25	50	G	F	4	IB
707	Shamel ash	82	16	50	F	F	3	Leans; 1-sided; overloaded limb; CDL; BF
708	Sweetgum	56	20	45	F-P	P	2	Severe crown dieback
709	Sweetgum	59	12	40	F	P	3	SC; DBF; dieback
710	Sweetgum							Removed
711	Sweetgum	65					0	Dead
712	Sweetgum	63.5	20	30	P	P	1	Leans; 1-sided; OPC; DBF; severe dieback, nearly dead
713	Shamel ash	113	25	50	F	F	3	Dieback; CDLs with IB; decay
714	Shamel ash	70						Removed
715	Sweetgum	63	15	35	P	P	1	IB; severe dieback
716	Sweetgum	52	12	40	P	P	2	DBF; severe dieback
722	Sweetgum	36						Removed
724	Sweetgum	36						Removed
726	Chinese fringetree	37						Removed
728	Sweetgum	54						Removed
734	Shamel ash	49.5						Removed
735	Shamel ash	74	15	30	F	F	3	Dieback
736	Chinese pistache	36.5						Removed
737	Chinese pistache	44.5						Removed
746	Chinese pistache	39						Removed
754	Chinese pistache	41						Removed
756	Chinese pistache	36						Removed
757	Chinese pistache	37.5						Removed
759	Chinese pistache	36						Removed
762	Chinese pistache	37						Removed
766	Shamel ash	61	15	30	F	F	3	CDL with IB
767	Shamel ash	48	10	20	F	F	3	Dieback; SC
768	Shamel ash	52	10	25	G	G	4	

Tag #	Species	Circ. (in)	Dripline (ft)	Height (ft)	Health ¹	Struct. ¹	Rating ²	Notes ³
769	Shamel ash	39	16	25	F	F	3	Dieback
772	Chinese pistache	38.5						Removed
774	Chinese pistache	46						Removed
787	Chinese pistache	44	15	20	F	F	3	Leans; 1-sided; overloaded limb; dieback
788	Chinese pistache	50.5					0	Dead
789	Sweetgum	48.5					0	Dead
790	Shamel ash	48	15	35	F	F	3	1-sided; SC
792	Shamel ash	51	15	30	F-P	P	2	1-sided, dieback
793	Shamel ash	87	20	40	F-G	F	4	Several pruning cuts
794	Shamel ash	85.5	25	40	F	F	4	1-sided; SC; CL
795	Shamel ash	82	25	40	F	F	3	Leans; overloaded limbs; SC; dieback
802	Shamel ash	118	20	40	G	G	4	OPC; epicormics
803	Shamel ash	104	20	50	F	P	3	Slight lean; split limbs; DBF
804	Shamel ash	78	25	55	F	F	3	Dieback; MD to roots
805	Shamel ash	89	30	55	F	F	3	Slight lean; DBF; epicormics
806	Shamel ash	91	20	50	F	F	3	IB; SC
807	Shamel ash	80.5	20	50	F	P	2	Dieback
808	Shamel ash	95	20	50	F	F	3	SC; dieback
809	Shamel ash	67	20	50	F-P	F	2	SC; dieback
810	Shamel ash	81	30	50	F	P	3	Severe lean; 1-sided; SC
811	Shamel ash	124	20	50	F	F	3	Slight lean; CDLs with fused bark; BF; SC
813	Shamel ash	107.5						Removed
814	Shamel ash							Removed
815	Sweetgum	61	15	30	F	F	3	Dieback
816	Sweetgum	50	15	30	F-P	P	2	Leans; 1-sided; DBF; dieback
817	Sweetgum	58	12	30	F	P	2	Large decayed wound in trunk

Tag #	Species	Circ. (in)	Dripline (ft)	Height (ft)	Health ¹	Struct. ¹	Rating ²	Notes ³
818	Shamel ash	98.5	20	45	G	F	4	IB
819	Shamel ash	64	15	40	F	F	3	Dieback; BF
820	Shamel ash	53.5	15	40	F	F	3	IB; one-sided; dieback; SC
821	Shamel ash	93	25	50	F	P	2	Leans; 1-sided; overloaded limb; BF
822	Shamel ash	111.5	25	55	G	F	4	Leans; IB; CL
823	Shamel ash	86	18	50	F	P	3	Leans; CDLs with IB
884	Sweetgum	46.5	10	40	F	F	3	SC
899	Shamel ash	73						Removed
933	Strawberry tree	49						Removed
938	Chinese pistache	41.5						Removed
948	London plane tree	42.5						Removed
949	London plane tree	69						Removed
950	London plane tree	60.5						Removed
992	Shamel ash	71	20	40	F-G	F	4	Slight lean; epicormics
993	Shamel ash	109	20	40	F-G	F	4	Several old pruning
994	Shamel ash	86.5	25	40	F	F	3	Leans; 1-sided; SC
995	Shamel ash	97	20	45	G	G	4	
997	Shamel ash	99.5	18	40	F-G	F	4	Overloaded limb; IB
998	Valley oak	187	25	40	F	F	3	Cabled; overloaded limb; OPC; dieback
1000	Shamel ash	75	18	40	F-G	F	3	Slight lean; SC
1003	Shamel ash	83	35	40	F	F	3	Leans; 1-sided; SC; dieback
1004	Shamel ash	91	30	50	F	F	3	SC; lean
1008	Chinese fringetree	42						Removed
1011	Shamel ash	113.5	30	50	F	P	4	Leans; 1-sided; decay
1012	Yellow birch	36.5						Removed
1014	Shamel ash	95	25	50	F	P	3	Pruning cuts; epicormics
1015	Shamel ash	110	20	50	F	F	3	1-sided; MD; IB
1025	Strawberry tree	50						Removed
2000	Sweetgum	52.5	17	60	F-G	G	4	

Tag #	Species	Circ. (in)	Dripline (ft)	Height (ft)	Health ¹	Struct. ¹	Rating ²	Notes ³
2001	Sweetgum	43	15	50	F-G	G	4	
2002	Sweetgum	43	15	50	F	F	3	SC
2003	Sweetgum	41	15	50	F	F	3	SC
2004	Sweetgum	46	15	50	F	F	3	SC
2005	Sweetgum	41	10	50	F	F	3	SC

Shaded lines are trees rooted on the street side of the sidewalk = possible street trees

Gray font indicates trees less than, but within 1 inch of, 37 inches circumference

¹G=Good; F-G =Fair to Good; F=Fair; F-P=Fair to Poor; P=Poor

²0=dead; 1=severely declining; 2=declining – may die within 5 years; 3=fair – health or structural issues but likely to survive more than 5 years; 4=good; 5=excellent

³BF=branch failures; CDL=co-dominant leaders; CL=crossing limbs; DBF=decayed branch failures; EG=epicormic growth; ESR=exposed structural roots; IB=included bark; MD=mechanical damage; OPC=old pruning cuts; SC=sparse canopy; 1-sided=asymmetrical canopy development

Attachment B. Site Photos



Photo 1. View of buildings and parking areas in the northeast portion of the site. Some trees have been removed from parking lot islands and around the vacant buildings.



Photo 2. View from the east side of the property looking north along South Milpitas Blvd. showing a dead tree (693) that was previously considered to be a protected tree and a row of Shamel Ash (678-681).

Attachment B. Site Photos



Photo 3. View of landscaped areas in the southern portion of the property where some protected trees inventoried in 2019 (58, 65, 69, 71, 74, and 77) are no longer present.



Photo 4. View of parking areas in the southeast portion of the site. Some trees have been removed from parking lot islands, while some remain.

Attachment B. Site Photos



Photo 5. View of trees remaining in landscaping within the parking areas in the southern portion of the site.



Photo 6. View along Gibraltar Drive in the southern portion of the site showing a row of Shamel ash and sweetgum trees (815-823) along Gibraltar Drive and smaller trees within the parking areas.

The following tables provide summaries of the criteria used for rating the health and structure of trees in the survey. Overall tree ratings were based on the individual ratings for health and structure.

Health

Health is an indication of the overall vigor and vitality of the tree expressed as a rating of Good, Fair, or Poor. Ratings for health were based on the criteria in Table C-1.

Table C-1. Criteria for Rating Tree Health

Good	Little or no Evidence of Stress, Disease, Infestation, or Nutrient Deficiency. Foliage (if present on deciduous species) is of average or better density, size, and color for the species; foliage in the canopy is evenly distributed; twig elongation and bud density are normal for the species; there is no evidence of dieback; there is little or no epicormic growth (water sprouts); there are not excessive numbers of galls or excessive evidence of herbivory; callusing, if present, is vigorous; bark is healthy and intact; there are no signs of senescence.
Fair	Moderate Evidence of Stress, Disease, Infestation, or Nutrient Deficiency. Foliage is below average density, size, or color for the species; foliage density may be lower in some parts of the canopy; twig elongation and bud density may be moderately reduced; some evidence of dieback may be present; some epicormic growth may be present; gall or herbivore load is higher than average for the species; callusing of old wounds is not well-developed; there may be evidence of small areas of infection such as bark swelling or sloughing; the tree may be over-mature or beginning to senesce.
Poor	Abundant Evidence of Stress, Disease, Infestation, or Nutrient Deficiency. Foliage and/or buds are sparse; leaves are reduced in size or of unhealthy color; the canopy is sparse and underdeveloped; there is widespread evidence of dieback; twig elongation is severely reduced; there is abundant epicormic growth; gall load, insect exit holes, or evidence of herbivory is severe; old wounds are not callused; there is widespread evidence of bark swelling, splitting, or sloughing in the root crown, trunk, or major limbs; the tree is senescent.

Structure

Structure is an indication of the structural stability and failure potential of the tree expressed as a rating of Good, Fair, or Poor. Ratings for structure were based on the criteria in Table C-2.

Table C-2. Criteria for Rating Tree Structure

Good	Low Potential for Failure. No wounds, cavities, decay, or indications of hollowness evident in the root crown, trunk, or major limbs; no exposed anchor roots or circling roots; no codominant branching or multiple trunk attachments; no
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	crossing limbs; little or no included bark at branch attachments; no dead major limbs; no major limb failures; no overburdened limbs; no excessive or unnatural lean; proper development of trunk taper; structure is more or less symmetrical.
Fair	Moderate Potential for Failure. Small to moderate wounds, cavities, decay, or indications of hollowness may be present in the root crown, trunk, or major limbs; minor exposure of anchor roots; no circling roots; codominant trunks or multiple trunk attachments are present but included bark is absent or not well-developed; no large crossing limbs are present; small or medium-sized dead limbs may be present in the canopy; no large limb failures; limbs may be slightly overburdened; natural or only minor lean is evident with well-developed reaction wood; canopy development may be slightly to moderately asymmetrical.
Poor	High Potential for Failure. Significant wounds, cavities, decay, or indications of hollowness evident in the root crown, trunk, or major limbs; anchor roots are exposed or the tree has lost anchorage; circling roots are present; codominant branching or multiple trunk attachments are present; large crossing limbs are present; significant amounts of included bark are present at trunk and branch attachments; large dead limbs are present in the canopy; evidence of past large limb failures; overburdened limbs; poor trunk taper; excessive or unnatural lean or drastically unbalanced canopy development.

General Protection Guidelines for Trees Planned for Preservation

To prevent soil compaction:

- 6-8 inches of wood chips should be spread inside the dripline of trees where temporary construction traffic or staging would occur. Chips should be removed after project completion, or the depth reduced to no more than 4 inches. Alternatively, bridging root areas with steel plates would reduce damage to roots within construction traffic areas.
 - A circle with a radius measurement from the trunk of the tree to the tip of its longest limb, plus one foot, constitutes the critical root zone protection area of each protected tree. Limbs must not be cut back in order to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of each protected tree. Removing limbs that make up the dripline does not change the protected area.

To reduce damage due to raising the existing grade:

- Grading within the protected zone of a protected tree should be minimized. Cuts within the protected zone should be maintained at less than 20% of the critical root zone area. Grade cuts should be monitored by the project Arborist. Any damaged roots encountered should be root pruned and properly treated as deemed necessary by the Project Arborist.
- Construct an open-joint wall of shell, brick, rock or masonry in a circle around the tree trunk, with at least 1 to 2 feet between the wall and trunk. This wall should be as high as the top of the new grade. This opening is commonly referred to as a tree well.
- If fills exceed 1 foot in depth up to 20% of the critical root zone area, aeration systems may serve to mitigate the presence of the fill materials as determined by the Project Arborist.
- Construct an aeration system using 4-inch agricultural clay tile or 4-inch perforated plastic pipe arranged in five to six horizontal lines radiating from the tree well like spokes in a wheel to a point beyond the branch spread. Allow excess moisture to drain away by installing the radial lines so they slope away from the trunk. Connect the outer ends of the radiating system with a circle of tile or perforated plastic pipe.
- To provide vents, place 4- or 6-inch plastic pipe or bell tile upright over the junction of the radial lines with the circle. They should extend to the surface of the planned grade level. Extend the lower end of the aeration system to a curb or storm drain to carry excess moisture away from the root system.
- Cover the exposed soil and tile system with rock or coarse gravel to a depth of 6 to 18 inches, depending on the amount of fill. Follow this with a covering layer of gravel. Place a thin layer of straw, woven plastic or other porous material over the gravel to prevent soil from filtering into the gravel and stone. Fill with good topsoil to the desired grade.

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- When fill materials are deemed necessary on two or three sides of a tree it is critical to provide for drainage away from the critical root zone area of the tree (particularly when considering heavy winter rainfalls). Overland releases and subterranean drains dug outside the critical root zone area and tied directly to the main storm drain system are two options.
 - The construction of impervious surfaces within the dripline of a protected tree should be minimized. When necessary, a piped aeration system should be installed under the direct supervision of the Project Arborist.
 - Preservation devices such as aeration systems, tree wells, drains, special paving and cabling systems must be installed in conformance with approved plans and certified by the Project Arborist.
 - To discourage rodents, fill the tree well with enough coarse gravel to cover the ends of the lines opening into the well. Also fill the upright bell tile and cover with a screen or grill.
 - Minor roots less than one inch in diameter encountered during approved excavation and/or grading activities may be cut, but damaged roots should be traced back and cleanly cut behind any split, cracked or damaged area as deemed necessary by the Project Arborist.
 - Major roots greater than one inch in diameter encountered during approved excavation and/or grading activities may not be cut without approval of the Project Arborist. Depending upon the type of improvement being proposed, bridging techniques or a new site design may need to be employed to protect the roots and the tree.
 - Cut faces, which will be exposed for more than 2-3 days, should be covered with dense burlap fabric and watered to maintain soil moisture at least on a daily basis (or possibly more frequently during summer months). If any native ground surface fabric within the protected zone must be removed for any reason, it should be replaced within 48 hours.
 - In cases where a permit has been approved for construction of a retaining wall(s) within the protected zone of a protected tree the applicant will be required to provide for immediate protection of exposed roots from moisture loss during the time prior to completion of the wall. The retaining wall within the protected zone of the protected tree should be constructed within 72 hours after completion of grading within the root protection zone.

General Construction Site Recommendations:

- A minimum 4-foot tall, brightly colored, synthetic fence should be installed around the limits of the work area or around outermost edge of the protected zone of trees that are designated for retention on-site. Encroachment into the fenced areas should be restricted to the minimum amount feasible and fencing should remain in place until all construction activities have ceased. The protected zone is defined as the “dripline” (which is an imaginary line that is drawn on the ground around the tree at the

outermost limit of the canopy) or in cases where construction is encroaching on the dripline of a retained tree, the protected zone is the portion of the tree's dripline that is being protected. Fencing should be installed in accordance with an approved fencing plan prior to the commencement of any grading operations or such other time as determined by the review body.

- Signs should be installed on the protective fence in four equidistant locations around each individual tree. The size of the sign should be a minimum of two by two feet and contain the following language "Warning: This Fence Shall Not Be Removed or Relocated Without Written Authorization From **insert governing body**". Protective fencing should remain in place throughout the entire construction period and should not be removed, relocated, taken down or otherwise modified without prior written authorization.
- All portions of permanent fencing that will encroach into the protected zone of a protected tree should be constructed using posts set no closer than ten feet on center. Posts should be spaced in such a manner as to maximize the separation between the tree trunks and the posts in order to reduce impacts to the trees(s).
- The fenced area should be kept clear of building materials, waste, and excess soil.
- No digging, trenching, compaction, or other soil disturbance should be allowed in the fenced area.
- The storage of construction equipment or hazardous materials such as gasoline, oil, or other toxic chemicals should not be allowed in or adjacent to the fenced area.
- Storage areas for equipment, soil, and construction materials as well as burn sites (if permitted), cement washout pits, and construction work zones should be kept away from protected trees and outside the fenced in area.
- Cable, chain, rope or signage should not be attached to retained trees.
- Designated roads and parking areas should be established. All construction personnel should be restricted to driving and parking in designated areas. Discharge of exhaust from construction vehicles and equipment should not be allowed near the protected zone of trees.
- Grade changes should be avoided near fenced areas to the maximum extent possible.
- No sprinkler or irrigation system should be installed in such a manner that sprays water or required trenching within the dripline of a protected tree. An above ground drip irrigation system is recommended. An independent low-flow drip irrigation system may be used for establishing drought tolerant plants within the protected zone of a protected tree. Irrigation should be gradually reduced and discontinued after a 2-year period.
- Landscaping beneath native oak trees may include non-plant materials such as bark mulch, wood chips, boulders, etc. Planting live material under protected native oak trees is generally discouraged and is not recommended within 6 feet of the trunk of a native oak tree with a diameter at breast height (DBH) of 18 inches or less, or within 10

feet of the trunk of a native oak tree with DBH of more than 18 inches. The only plant species which should be planted with the dripline of native oak trees are those which are tolerant of the natural, semi-arid environs of the tree(s).

Recommendations for Construction Activities in the Vicinity of Retained Trees:

- Any protected trees on site which require pruning should be pruned by an ISA Certified Arborist prior to the start of construction work. All pruning should be in accordance with the American National Standards Institute (ANSI) A300 pruning standards, ANSI Standard 2133.1-2000 regarding safety practices, and the International Society of Arboriculture (ISA) "Tree Pruning Guidelines" and Best Management Practices.
- Trenching within the dripline of retained trees should be avoided to the maximum extent practicable and kept a minimum distance of 10 times the diameter of the tree away from its trunk. If necessary, this trenching should be conducted using hand excavation or compressed air to reduce impacts to tree roots. Machine trenching should not be allowed within the dripline of retained trees. Trenching inside the dripline should be monitored by a certified arborist who may direct the construction crew to use hand tools rather than heavy equipment. Hand saws, pass-through pruners, shovels and trowels, burlap cloth, and water should be available at all times during trenching inside the dripline. If pipes must be installed closer to the tree than a distance of 10 times the diameter of the tree away from its trunk, they should be bored beneath the tree a minimum of 3 feet below the ground surface to reduce impacts to roots.
- Excavation should also be minimized within the dripline of retained trees. Construction within the dripline of retained trees should be conducted in a manner that minimizes excavation and provides for the best preservation of roots as determined by the Project Arborist.
- If tree roots are severed outside of the fenced area, they should be severed cleanly and kept moist. All exposed roots outside of fenced areas should be covered with protective material during construction such as mulch or plywood sheets to reduce soil compaction. Protective material should be removed upon completion of construction activities.
- Construction activities involving soil disturbance should be avoided during hot, dry, weather and trees should be watered before, during, and after trenching and excavation within the dripline of retained trees to offset water loss due to cut roots.
- Grading within the driplines of retained trees should be avoided wherever feasible.
- Any removal of paving or structures (i.e. demolition) that occurs within the dripline of a protected tree should be done under the direct supervision of the Project Arborist.
- No sign, ropes, cables (except those which may be installed by an ISA Certified Arborist to provide limb support) or any other items should be attached to the protected trees. Small metallic numbering tags for the purpose of identification in preparing tree reports and inventories should be allowed.

- No vehicles, construction equipment, mobile homes/office, supplies, materials or facilities should be driven, parked, stockpiled or located within driplines of protected trees.
- Drainage patterns on the site should not be modified so that water collects, stands or is diverted across the dripline of any protected tree.
- No trenching should be allowed within the driplines of protected trees, except as specifically approved by the Planning Department as set forth in the project's Conditions of Approval and/or approved tree permit. If it is absolutely necessary to install underground utilities within the dripline of a protected tree the utilizing hand tools to avoid root injury under the direct supervision of the Project Arborist.

Recommendations for Protection of Trees Post-Construction:

- Post-construction inspections of the trees should be conducted by a Certified Arborist or Certified Tree Worker to determine if retained trees are stressed (e.g., water stress, nutrient stress) or damaged (e.g., broken branches, trunk damage). Appropriate corrective actions should be implemented as necessary. Such corrective actions may include remediation of severe soil compaction through vertical mulching or a similar technique, remedial pruning to repair damaged or broken limbs, application of mulch, application of root stimulant to encourage new root growth in trees that have a significant portion of their roots lost due to cutting or soil compaction, etc.
- Aeration of soil by vertical mulching or similar technique should be implemented around retained trees to offset the impacts of soil compaction that has already occurred due to construction activities and other site uses.
- All trees that will be preserved following project construction should be periodically monitored by a qualified tree care professional for the life of the project. The project (*i.e.*, homeowners association/property owner) should be responsible for providing for monitoring and ongoing care and maintenance of all preserved trees on the site.

Appendix C:

Cultural Resources Supporting Information

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Photograph 1: Overview of the project site from the northwest corner. View East.



Photograph 2: Overview of the project site from the northwest corner. View Southeast.



Photograph 3: Overview of the project site from the northwest corner. View South.



Photograph 4: Overview of the project site from the northeast corner. View south.



Photograph 5: Overview of the project site from the northeast corner. View west.



Photograph 6: Overview of east façade of property. View West.



Photograph 7: Overview of the project site from the southeast corner. View north.



Photograph 8: Overview of the project site from the Southeast corner. View west.



Photograph 9: Overview of the project site from the southwest corner. View north.



Photograph 10: Overview of the project site from the southwest corner. View east.



Photograph 11: Overview of the project site from the southwest corner. View West.



Photograph 12: Overview of southern façade of “East” building. View North.



Photograph 13: Overview of Southwest façade of "East" building. View North.



Photograph 14: Overview of Northwest Façade of "East" building. View East



Photograph 15: Overview of East façade of “East” building. View West.



Photograph 16: Overview of North Façade of “East” building. View Southeast



Photograph 17: Overview of West façade of "South" building. View East.



Photograph 18: Overview of North Façade of "South" building. View Southeast



Photograph 19: Overview of South façade of “South” building. View Northwest.



Photograph 20: Overview of East Façade of “South” building. View Southwest



Photograph 21: Overview of South façade of “West” building. View North.



Photograph 22: Overview of Southeast Façade of “West” building. View Southwest



Photograph 23: Overview of Northeast façade of "West" building. View Southwest.



Photograph 24: Overview of North Façade of "West" building. View Southeast



Photograph 25: Overview of West façade of "West" building. View East.



Photograph 26: Overview of South Façade of "North" building. View Northwest



Photograph 27: Overview of East façade of "North" building. View North.



Photograph 28: Overview of Northeast Façade of "North" building. View Southeast



Photograph 29: Overview of North façade of “North” building. View Southwest.



Photograph 30: Overview of circular storage building attached to Northwest Façade of “North” building. View Northeast



Photograph 31: Grass field with Disc Golf course on Southeast corner of the Project Area



Photograph 32: Overview of Volleyball court with amphitheater and a gas firepit, Southeast of “West” Building,
View West

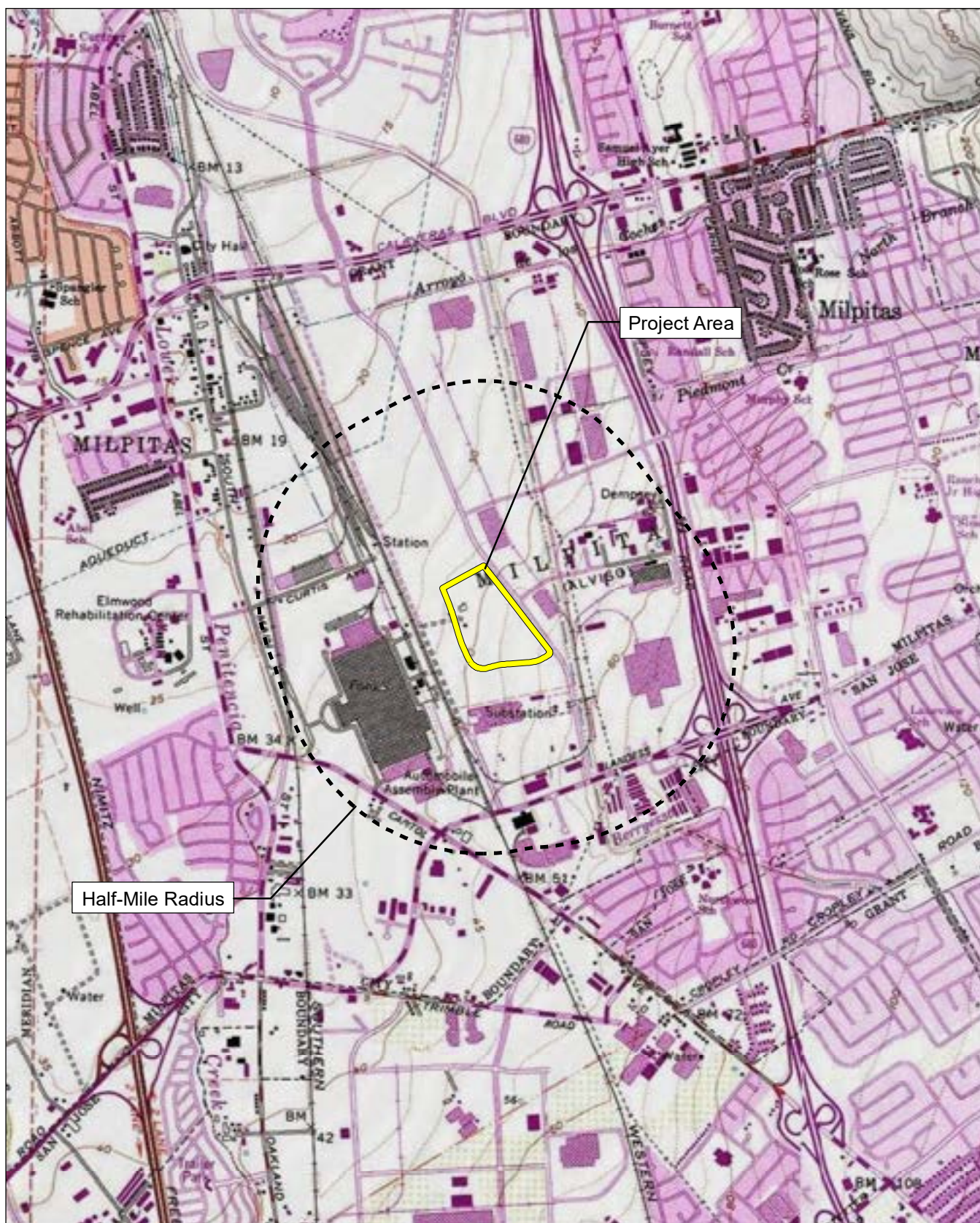


Photograph 33: Overview of horseshoe court between the "West" and "South" Buildings. Viewing North

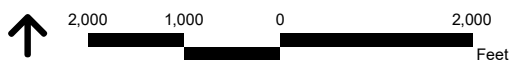


Photograph 34: Overview of concrete Cornhole boards, Southwest of "East" building. View North.

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Radius Source: USGS Milpitas 7.5' Quadrangle / T06S R01E Sec 7, 8, 17, 18
Project Site Source: USGS Milpitas 7.5' Quadrangle / T06S R01E Sec 8, 17



Record Search Map

Resource Detail: P-43-000588

Identifying information

Primary No.: P-43-000588

Trinomial: CA-SCL-000593

Name: Berryessa Creek Site

Other IDs:	Type	Name
	Resource Name	Berryessa Creek Site
	Other	Ca-SCL-593
	OTIS Resource Num	597935

Cross-refs:

Attributes

Resource type: Site

Age: Prehistoric

Information base: Survey, Excavation

Attribute codes: AP09 (Burials); AP15 (Habitation debris)

Disclosure: Not for publication

Collections: Yes

Accession no(s): Berryessa Site

Facility: ARM

General notes

Recording events

	Date	Recorder(s)	Affiliation	Notes
a	4/3/1986	R. Stradford, R. Cartier	US Army Corps; Archaeological Resource Management	From S-8115
b	11/7/2017	Tim Spillane	Cogstone Resource Management	Update with boundary change. From S-54585.

Associated reports

Report No.	Year	Title	Affiliation
S-008115	1986	Burial Recovery at Berryessa Creek in the City of Milpitas, County of Santa Clara.	Archeological Resource Management
S-014230	1992	Evaluation of Archaeological Resources for the San Jose/Santa Clara Nonpotable Water Reclamation Project	Archaeological Resource Management
S-015929	1993	Cultural Resource Evaluation of the Milpitas Boulevard Overcrossing Project Located in the City of Milpitas, County of Santa Clara	Archaeological Resource Management
S-015947	1994	Archaeological Testing, Milpitas Boulevard Overcrossing Project, Located in the City of Milpitas, County of Santa Clara	Archaeological Resource Management
S-016394	1994	Recorded Archaeological Resources in Santa Clara County, California (Plotted on the BARCLAY 1993 LoCaide Atlas)	Basin Research Associates, Inc.
S-023105	1999	Historic Properties Affected or Potentially Affected by the South Bay Water Recycling Program "Package 1" Segments SC 1, SC 3, SC 5, M 2, M 3, M 4, M 5 & SJ/C 1, Cities of Milpitas, San Jose, Santa Clara, and Sunnyvale, Santa Clara County (letter report)	Basin Research Associates, Inc.
S-049780	2017	San Francisco Bay-Delta Regional Context and Research Design for Native American Archaeological Resources, Caltrans District 4	California Department of Transportation, District 4
S-053849	2010	Historic Properties Survey Report and Finding of Effect, Berryessa Creek Project, Cities of San Jose and Milpitas, Santa Clara County, California, Contract No.: W912PL-07-D-0048, Task Order No.: CM08	Basin Research Associates, Inc.

Resource Detail: P-43-000588

S-054585	2017	Burial Recovery and Archaeological Monitoring Compliance Report for the Upper Berryessa Flood Channel Improvements Project, Milpitas, Santa Clara County, California	Cogstone
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Location information

County: Santa Clara
USGS quad(s): Milpitas
Address:
PLSS:
UTMs: Zone 10 598600mE 4141350mN NAD27 (4/3/1986)

Management status

OTIS ID	Prop. ID	OHP Unit	Unit Activity ID	Status	Criteria	Evaluator	Date
597935		Review and Com	SCL-000593	2S2		Dwight Du	1/25/2012

Database record metadata

Date	User	Action taken
Entered: 4/1/2005	icrds	
Last modified: 3/6/2024	YanagiG	
IC actions: Date	User	Action taken
2/5/2024	hercherj	processed DPR Record update (Spillane 11/7/2017)
4/1/2005	jay	Appended records from discontinued ICRDS.
2/28/2024	hercherj	Updated Spillane GIS boundary change GIS: JH_Batch_04
3/6/2024	YanagiG	Verified.
2/27/2024	YanagiG	Previous GIS by FEMA; verification by unknown person, unknown date. Spillane update requires boundary change. Record status = Database Complete.

Record status: Verified

Resource Detail: P-43-001816

Identifying information

Primary No.: P-43-001816

Trinomial: CA-

Name: Great Mall of the Bay Area Building

Other IDs:	Type	Name
	Other	Old Ford Motor Assembly Plant
	OHP Property Numb	161552
	OHP PRN	FCC060215F
	Resource Name	Great Mall of the Bay Area Building

Cross-refs:

Attributes

Resource type: Building

Age: Historic

Information base: Survey, Analysis, Other

Attribute codes: HP06 (1-3 story commercial building)

Disclosure: Unrestricted

Collections: No

Accession no(s):

Facility:

General notes

Recording events

Date	Recorder(s)	Affiliation	Notes
1/1/2006	Dana E. Supernowicz	Historic Resource Associates	

Associated reports

Report No.	Year	Title	Affiliation
S-031212	2006	Collocation ("CO") Submission Packet, FCC Form 621, Great Mall, SF-15051	Archaeological Resources Technology

Location information

County: Santa Clara

USGS quad(s): Milpitas

Address: Address	City	Assessor's parcel no.	Zip code
459 Great Mall Drive	Milpitas	086-24-055	95035

PLSS:

UTMs:

Management status

Database record metadata

Date	User	
Entered: 11/16/2006	liz	
Last modified: 12/18/2024	willoughbyl	
IC actions: Date	User	Action taken
9/13/2010	jordanl	completed filling in information
8/30/2016	paganob	updated other identifiers
5/11/2020	hagell	edited resource name
Record status: Verified		

Resource Detail: P-43-002654

Identifying information

Primary No.: P-43-002654

Trinomial: CA-SCL-000945H

Name: Western Pacific Railroad

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
Other		Western Pacific Railroad San Jose Branch - Warm Springs Yard to Santa Clara Street
Other		BC-T1; Union Pacific RR Trestle at Berryessa Creek
Other		Map Reference #01-07
Resource Name		Western Pacific Railroad

Cross-refs: Physically overlaps or intersects 43-001010

Extends into another county as 01-002190

Attributes

Resource type: Structure, Site

Age: Historic

Information base: Survey

Attribute codes: AH07 (Roads/trails/railroad grades); HP11 (Engineering structure); HP19 (Bridge)

Disclosure: Unrestricted

Collections: No

Accession no(s):

Facility:

General notes

Recording events

	<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
a	7/23/2002	C. McMorris, A. Blosser	JRP	
b	9/18/2013	Jerry Fuentes	US Army Corps of Engineers	
c	2/7/2014	Dean M. Duryea Jr.	Satistical Research, Inc	

Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
S-038390	2011	Cultural Resources Inventory of the Silicon Valley Berryessa Extension, Gas and Electric Distribution Relocation Project, Santa Clara County, California	Far Western Anthropological Research Group, Inc.
S-057394	2022	Historic Property Survey Report for the San Jose Bikeways Project, 4-SCC, STPL 5005 (169), City of San Jose	Anthropological Studies Center; JRP Historical Consulting, LLC.

Location information

County: Santa Clara

USGS quad(s): Milpitas, San Jose East, San Jose West

Address:

PLSS:

UTMs:

Management status

Database record metadata

<i>Date</i>	<i>User</i>	
<i>Entered:</i> 6/14/2012	hagell	
<i>Last modified:</i> 5/11/2020	hagell	
<i>IC actions:</i> <i>Date</i>	<i>User</i>	<i>Action taken</i>
2/15/2016	neala	added trinomial
<i>Record status:</i> Verified		

Resource Detail: P-43-003005

Identifying information

Primary No.: P-43-003005

Trinomial: CA-SCL-000928

Name: Milpitas Great Mall Site

Other IDs: *Type* *Name*

Resource Name Milpitas Great Mall Site

Cross-refs:

Attributes

Resource type: Site

Age: Prehistoric

Information base: Excavation, Other

Attribute codes: AP09 (Burials)

Disclosure: Not for publication

Collections: Yes

Accession no(s):

Facility:

General notes

Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
1/28/2014	Phil Kaijankoski	FWARG	

Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
S-049780	2017	San Francisco Bay-Delta Regional Context and Research Design for Native American Archaeological Resources, Caltrans District 4	California Department of Transportation, District 4

Location information

County: Santa Clara

USGS quad(s): Milpitas

Address:

PLSS:

UTMs: Zone 10 597863mE 4141496mN NAD83

Management status

Database record metadata

<i>Date</i>	<i>User</i>
<i>Entered:</i> 3/14/2014	grahams
<i>Last modified:</i> 12/12/2019	hagell
<i>IC actions:</i>	
<i>Record status:</i> Verified	

Resource Detail: P-43-003493

Identifying information

Primary No.: P-43-003493

Trinomial: CA-

Name: 512 Capitol Ave.

Other IDs:	Type	Name
Resource Name		512 Capitol Ave.
OHP Property Numb		072041
OHP PRN		UMTA891122A
OHP PRN		DOE-43-91-0002-0000

Cross-refs:

Attributes

Resource type: Building

Age: Historic

Information base: Survey

Attribute codes: HP02 (Single family property)

Disclosure: Unrestricted

Collections: No

Accession no(s):

Facility:

General notes

Recording events

Date	Recorder(s)	Affiliation	Notes
3/1/1991	Mark Brack	Archaeological/Historical Consultants	

Associated reports

Report No.	Year	Title	Affiliation
S-012294	1990	Archaeological Survey Report, Tasman Corridor Project, Santa Clara County, California	Archaeological/Historical Consultants

Location information

County: Santa Clara

USGS quad(s): Milpitas

Address: Address	City	Assessor's parcel no.	Zip code
512 Capitol Ave.	Sunnyvale	086-037-004	

PLSS:

UTMs:

Management status

Database record metadata

Date	User	Action taken
Entered: 5/9/2016	paganob	
Last modified: 12/18/2024	willoughbyl	
IC actions: Date	User	Action taken
5/9/2016	paganob	Assigned primary number using import tool.
Record status: Verified		

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-000848	Agency Nbr - Contract AA550-CT6-52	1976	David A. Fredrickson	A Summary of Knowledge of the Central and Northern California Coastal Zone and Offshore Areas, Vol. III, Socioeconomic Conditions, Chapter 7: Historical & Archaeological Resources	The Anthropology Laboratory, Sonoma State College; Winzler & Kelly Consulting Engineers	
S-003453	Voided - E-165 MNT	1950	Roy Meadows, Roy Martin, and Ann Fisher	Notes on the Carmel Indians (notes taken from Roy Meadows and Roy Martin on March 4th, 1950); and Southern Costanoan-Esselen Notes (notes taken from Ann Fisher on March 4th, 1950)		
S-004259	Voided - E-120 SCL	1976	Stephen A. Dietz	A records search and archaeological reconnaissance for the proposed Sinclair Frontage Road reconstruction in Milpitas, California (letter report)		
S-004296	Voided - E-159 SCL	1975		Report of the Archaeological Reconnaissance of the Proposed South Bay Industrial Center, Santa Clara County, California	Archaeological Consulting and Research Services, Inc.	
S-004428	Voided - E-300 SCL	1975		HUD Community Development Block Grant: Cultural Resources	Archaeological Consulting & Research Services, Inc.	43-000346, 43-001468
S-004754	Voided - E-643 SCL	1973	Thomas M. King and Linda King	Visual Inventory of Historic and Archaeological Sites, San Jose, California	Santa Clara County Archaeological Society	
S-004772	Voided - E-661 SCL	1973	Thomas L. Jackson, Miley P. Holman, and Stephen A. Dietz	An Archaeological Reconnaissance of the Santa Clara County Flood Control and Water District East Zone Flood Control Project	Adan E. Treganza Anthropology Museum, California State University, San Francisco	43-000022, 43-000056, 43-000057, 43-000068, 43-000072, 43-000080
S-005259	Voided - E-733 SCL	1979	Ann Hines, Pauline Pace, and Gail Woolley	Santa Clara County Heritage Resource Inventory	Santa Clara County Historical Heritage Commission	
S-005260	Voided - E-734 SCL	1978	Joseph C. Winter	Tamien - 6000 Years in an American City		43-000141
S-005272	Voided - E-747 SCL	1932	Jan Otto Marius Broek	The Santa Clara Valley, California: A Study in Landscape Changes		
S-006164	IC Record Search Nbr - 6080-1582-J; Voided - S-6165	1983		Cultural Resource Evaluation of the Lands of Lincoln Property Company on Milpitas Blvd. in the City of Milpitas, Santa Clara County, CA	Archeological Resource Management	
S-006164a		1983		Subsurface Archaeological Testing of the Lands of Lincoln Property Company on Milpitas Blvd in the City of Milpitas, Santa Clara County, CA.	Archeological Resource Management	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-006512		1984	Miley Paul Holman	Cali-Hunco (McCandless) Project Area, Milpitas, Archaeological Reconnaissance (letter report)	Holman & Associates	
S-006525		1984	Robert Cartier	Cultural Resource Evaluation of the Lincoln Property Company Development on Landess Avenue and Dempsey Road in Milpitas, County of Santa Clara	Archeological Resource Management	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-007483		1985	Albert B. Elsasser, R. L. Anastasio, J. C. Bard, C. I. Busby, D. M. Garaventa, S. A. Guedon, E. L. Moore, K. M. Nissen, and M. E. Tannam	Revised Data Recovery Plan, Part I: Review of the Prehistory of the Santa Clara Valley Region as Part of the Guadalupe Transportation Corridor Compliance with 36 CFR Part 800	Basin Research Associates, Inc.	35-000013, 35-000025, 35-000026, 35-000036, 41-000080, 43-000019, 43-000021, 43-000022, 43-000023, 43-000026, 43-000051, 43-000052, 43-000057, 43-000058, 43-000061, 43-000062, 43-000064, 43-000067, 43-000071, 43-000072, 43-000073, 43-000074, 43-000075, 43-000080, 43-000081, 43-000082, 43-000083, 43-000084, 43-000085, 43-000086, 43-000087, 43-000089, 43-000092, 43-000096, 43-000097, 43-000098, 43-000120, 43-000124, 43-000132, 43-000133, 43-000138, 43-000139, 43-000140, 43-000141, 43-000142, 43-000143, 43-000145, 43-000146, 43-000147, 43-000148, 43-000149, 43-000153, 43-000159, 43-000175, 43-000189, 43-000201, 43-000205, 43-000207, 43-000214, 43-000215, 43-000217, 43-000220, 43-000221, 43-000222, 43-000223, 43-000225, 43-000226, 43-000227, 43-000228, 43-000229, 43-000230, 43-000232, 43-000233, 43-000234, 43-000237, 43-000239, 43-000240, 43-000242, 43-000244, 43-000246, 43-000247, 43-000249, 43-000251, 43-000252, 43-000255, 43-000256, 43-000257, 43-000258, 43-000259, 43-000266, 43-000267, 43-000276, 43-000277, 43-000281, 43-000284, 43-000294, 43-000295, 43-000300, 43-000302, 43-000303, 43-000304, 43-000308, 43-000310, 43-000317, 43-000319, 43-000320, 43-000321, 43-000325, 43-000346, 43-000349, 43-000360, 43-000369, 43-000370, 43-000377, 43-000378, 43-000379, 43-000410, 43-000411, 43-000414, 43-000422, 43-000423, 43-000448, 43-000451, 43-000458, 43-000459, 43-000460, 43-000465, 43-000485, 43-000502, 43-000504, 43-000965, 43-001002, 43-001008, 43-001015

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-008115		1986	Robert Cartier, Lorna Pierce, Francoise Sweeney, and Glory Anne Laffey	Burial Recovery at Berryessa Creek in the City of Milpitas, County of Santa Clara.	Archeological Resource Management	43-000588
S-008585	Voided - E-1086 SCL	1974	Thomas King, Gary Berg, Patricia Hickman, Richard Hastings, Chester D. King, Katherine Flynn, and William Roop	Archaeological Element, Environmental Impact Report on the San Felipe Water Distribution System	Archaeological Resource Service	
S-009462		1977	Teresa Ann Miller	Identification and Recording of Prehistoric Petroglyphs in Marin and Related Bay Area Counties	San Francisco State University	07-000323, 21-000087, 21-000376, 21-000378, 21-000379, 21-000380, 21-000381, 21-000382, 21-000383, 21-000384, 21-000386, 21-000387, 21-000388, 21-000389, 21-000390, 21-000391, 21-000392, 21-000393, 21-000394, 21-000395, 21-000396, 21-000397, 21-000398, 21-000399, 21-000400, 21-000401, 21-000402, 21-000546, 23-000434, 23-000789, 23-000790, 49-000629, 49-000785, 49-000787
S-009583		1978	David W. Mayfield	Ecology of the Pre-Spanish San Francisco Bay Area	San Francisco State University	
S-009718	Other - Santa Clara Calley Water District #6080-87-462	1988	Robert Cartier	Cultural Resource Evaluation of the Proposed Milpitas Pipeline Alignment in the Cities of San Jose and Milpitas, County of Santa Clara	Archeological Resource Management	
S-010200		1988	David Chavez, Sally B. Woodbridge, and Jan M. Hupman	Cultural Resources Evaluation for the Fremont-South Bay Corridor Study: Alternatives Analysis, Alameda and Santa Clara Counties, California	David Chavez & Associates	01-000117, 43-000030, 43-000032, 43-000040, 43-000046, 43-000047, 43-000048, 43-000049, 43-000057, 43-000139, 43-000369, 43-000421, 43-000473
S-010574		1989		Cultural Resource Evaluation of Reach 3 of the Proposed Milpitas Pipeline Alignment in the City of Milpitas, County of Santa Clara	Archaeological Resource Management	
S-011360	Caltrans - 04216-113650; Voided - S-11361	1989	Glory Anne Laffey	Historic Architectural Survey Report for Tasman Drive Extension/Interchange Project, 4-SCL-880 21.3/22.3 04 216-113650	Archaeological Resource Management	43-000057, 43-000623, 43-000624, 43-003504, 43-003537, 43-003538, 43-003548, 43-003723, 43-003724

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-011360a		1985	Kathryn Gualtieri and Bruce E. Cannon	I-880 - Tasman Drive Interchange	California Office of Historic Preservation; U.S. Department of Transportation, Federal Highway Administration	
S-011360b		1989	Robert Cartier	Extended Phase I and Phase II Archaeological Report for Tasman Drive Extension/Interchange Project, 4-SCL-880 21.3/22.3 04 216-113650	Archaeological Resource Management	
S-011360c		1985		Historic Properties Survey Report, 04-SCI-880, 21.3/22.3, 04216-113650, Proposed Tasman Drive Connection to Route 880 (Formerly 17), Santa Clara County	California Department of Transportation	
S-011360d		1984	J.A. McManus	Archaeological Survey Report for a Proposed Widening Project, 4-SCI-17, P.M. 21.3/22.3, 04216-113650	California Department of Transportation	
S-011360e		1985	Margaret L. Buss	Negative Archaeological Survey Report, 04-SCI-880, P.M. 21.3/22.3, 4216-113650, Addendum #1	California Department of Transportation	
S-011396		1989		Technical Report of Cultural Resources Studies for the Proposed WTG-WEST, Inc., Los Angeles to San Francisco and Sacramento, California: Fiber Optic Cable Project	BioSystems Analysis, Inc.	27-000819, 27-001444, 27-001445, 27-001446, 27-003235, 27-003236, 35-000036, 35-000053, 35-000151, 35-000152, 35-000153, 35-000154, 35-000167, 35-000168, 41-000009, 41-000105, 41-000169, 41-000172, 41-000230, 41-000231, 41-000410, 43-000024, 43-000028, 43-000042, 43-000050, 43-000178, 43-000179, 43-000180, 43-000181, 43-000182, 43-000183, 43-000184, 43-000189, 43-000245, 43-000247, 43-000248, 43-000388, 43-000449, 43-000456, 43-000595, 43-000619, 43-001001, 43-001010, 43-001059

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-012294	OHP PRN - UMTA890407A; OHP PRN - UMTA891122A; Voided - S-12468; Voided - S-12803; Voided - S-14070; Voided - S-32340	1990	Suzanne Baker and Laurence H. Shoup	Archaeological Survey Report, Tasman Corridor Project, Santa Clara County, California	Archaeological/Historical Consultants	43-000030, 43-000032, 43-000040, 43-000046, 43-000047, 43-000048, 43-000049, 43-000057, 43-000421, 43-000623, 43-000706, 43-000707, 43-000708, 43-000710, 43-000711, 43-000712, 43-000713, 43-000714, 43-000715, 43-000716, 43-000717, 43-003443, 43-003444, 43-003445, 43-003446, 43-003447, 43-003448, 43-003449, 43-003450, 43-003451, 43-003452, 43-003453, 43-003454, 43-003455, 43-003456, 43-003457, 43-003458, 43-003459, 43-003460, 43-003461, 43-003462, 43-003463, 43-003464, 43-003465, 43-003466, 43-003467, 43-003468, 43-003469, 43-003470, 43-003471, 43-003472, 43-003473, 43-003474, 43-003475, 43-003476, 43-003477, 43-003478, 43-003479, 43-003480, 43-003481, 43-003482, 43-003483, 43-003484, 43-003485, 43-003486, 43-003487, 43-003488, 43-003489, 43-003490, 43-003491, 43-003492, 43-003493, 43-003494, 43-003495, 43-003496, 43-003497, 43-003498, 43-003499, 43-003500, 43-003501, 43-003502, 43-003503, 43-003504, 43-003505
S-012294a		1991	Suzanne Baker and Laurence H. Shoup	Final Report, Archaeological Survey Report, Tasman Corridor Project, Santa Clara County, California	Archaeological/Historical Consultants	
S-012294b		1991	Mark Brack, Laurence H. Shoup, and Suzanne Baker	Historic Architectural Survey Report, Tasman Corridor Project, Santa Clara County, California	Archaeological/Historical Consultants	
S-012294c		1991	Suzanne Baker	Final Report, Addendum to Archaeological Survey Report, Tasman Corridor Project, Santa Clara County, California: Archaeological Testing at CA-SCL-20	Archaeological/Historical Consultants	
S-012294d		1992		Finding of Effect for the Tasman Corridor Light Rail Project	Archaeological/Historical Consultants; Woodward- Clyde Consultants	

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S-012294e		1991	Kathryn Gualtieri, Steade R. Craig, Daniel Abeyta, and Roy Molseed	UMTA891122A; UMTA890407A; Tasman Corridor, Santa Clara County; Santa Clara Valley Transportation Authority	California Office of Historic Preservation; Santa Clara Valley Transportation Authority	
S-012438		1990	David Chavez and Jan M. Hupman	Cultural Resources Evaluation for the Proposed Santa Clara County BART Extension Corridor	David Chavez and Associates	43-000369, 43-000473, 43-001010
S-013200		1991	Donna M. Garaventa, Colin I. Busby, Sondra A. Jarvis, and David G. Brittin	Cultural Resources Assessment for the Santa Clara County Transportation Plan - T2010 EIR	Basin Research Associates, Inc.	43-000019, 43-000024, 43-000025, 43-000026, 43-000030, 43-000031, 43-000032, 43-000040, 43-000046, 43-000047, 43-000048, 43-000049, 43-000058, 43-000085, 43-000106, 43-000137, 43-000139, 43-000141, 43-000149, 43-000175, 43-000178, 43-000179, 43-000180, 43-000181, 43-000182, 43-000183, 43-000184, 43-000189, 43-000192, 43-000210, 43-000211, 43-000245, 43-000246, 43-000247, 43-000248, 43-000259, 43-000260, 43-000303, 43-000334, 43-000338, 43-000341, 43-000345, 43-000354, 43-000361, 43-000365, 43-000369, 43-000382, 43-000391, 43-000395, 43-000398, 43-000404, 43-000412, 43-000415, 43-000418, 43-000421, 43-000444, 43-000449, 43-000455, 43-000462, 43-000468, 43-000472, 43-000474, 43-000476, 43-000483, 43-000555, 43-000558, 43-000565, 43-000566, 43-000573, 43-000601, 43-000614, 43-000624, 43-000626, 43-001001, 43-001010, 43-001013, 43-001071, 43-001077, 43-001078, 43-001084
S-014230	IC Record Search Nbr - 60800-92-62	1992	Robert Cartier, Allika Ruby, Jason Bass, and Mike Kelley	Evaluation of Archaeological Resources for the San Jose/Santa Clara Nonpotable Water Reclamation Project	Archaeological Resource Management	43-000026, 43-000027, 43-000057, 43-000058, 43-000318, 43-000349, 43-000423, 43-000448, 43-000451, 43-000473, 43-000529, 43-000554, 43-000561, 43-000564, 43-000576, 43-000588, 43-000614, 43-000623

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S-015228		1993	Donna M. Garaventa, Stuart A. Guedon, and Colin I. Busby	Cultural Resources Review for the City of San Jose 2020 General Plan Update, Santa Clara County, California	Basin Research Associates, Inc.	43-000022, 43-000077, 43-000078, 43-000079, 43-000086, 43-000090, 43-000120, 43-000141, 43-000147, 43-000150, 43-000151, 43-000153, 43-000154, 43-000155, 43-000156, 43-000157, 43-000158, 43-000164, 43-000165, 43-000166, 43-000185, 43-000186, 43-000187, 43-000188, 43-000189, 43-000208, 43-000211, 43-000220, 43-000221, 43-000222, 43-000223, 43-000225, 43-000249, 43-000303, 43-000324, 43-000354, 43-000362, 43-000416, 43-000424, 43-000459, 43-000479, 43-000566, 43-000568, 43-000569, 43-000623, 43-001022, 43-001058
S-015529		1993	Robert L. Gearhart II, Clell L. Bond, Steven D. Hoyt, James H. Cleland, James Anderson, Pandora Snethcamp, Gary Wesson, Jack Neville, Kim Marcus, Andrew York, and Jerry Wilson	California, Oregon, and Washington: Archaeological Resource Study	Espey, Huston & Associates, Inc.; Dames & Moore	01-000033, 01-000034, 01-000084, 01-000086, 01-000104, 07-000133, 07-000173, 07-000175, 07-000177, 17-000072, 17-000392, 21-000048, 21-001915, 23-001704, 27-000100, 27-000236, 27-000335, 27-000356, 27-000386, 27-000485, 38-000028, 38-000072, 38-000085, 38-000098, 41-000080, 41-000265, 44-000179
S-015929		1993		Cultural Resource Evaluation of the Milpitas Boulevard Overcrossing Project Located in the City of Milpitas, County of Santa Clara	Archaeological Resource Management	43-000588
S-015947		1994		Archaeological Testing, Milpitas Boulevard Overcrossing Project, Located in the City of Milpitas, County of Santa Clara	Archaeological Resource Management	43-000588

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S-016394	Voided - S-18290; Voided - S-19068; Voided - S-21166	1994	Colin I. Busby, Donna M. Garaventa, Stuart A. Guedon, and Melody E. Tannam	Recorded Archaeological Resources in Santa Clara County, California (Plotted on the BARCLAY 1993 LoCaide Atlas)	Basin Research Associates, Inc.	43-000005, 43-000006, 43-000007, 43-000009, 43-000010, 43-000011, 43-000012, 43-000013, 43-000014, 43-000015, 43-000016, 43-000019, 43-000021, 43-000023, 43-000025, 43-000026, 43-000027, 43-000028, 43-000029, 43-000030, 43-000031, 43-000032, 43-000033, 43-000034, 43-000035, 43-000036, 43-000037, 43-000038, 43-000039, 43-000040, 43-000041, 43-000042, 43-000043, 43-000044, 43-000045, 43-000046, 43-000047, 43-000048, 43-000049, 43-000055, 43-000056, 43-000057, 43-000068, 43-000139, 43-000141, 43-000167, 43-000168, 43-000169, 43-000218, 43-000244, 43-000277, 43-000285, 43-000296, 43-000308, 43-000310, 43-000317, 43-000318, 43-000322, 43-000335, 43-000336, 43-000337, 43-000346, 43-000349, 43-000365, 43-000386, 43-000387, 43-000388, 43-000389, 43-000393, 43-000397, 43-000413, 43-000418, 43-000421, 43-000423, 43-000432, 43-000441, 43-000448, 43-000451, 43-000452, 43-000454, 43-000461, 43-000463, 43-000465, 43-000473, 43-000486, 43-000493, 43-000529, 43-000551, 43-000552, 43-000554, 43-000556, 43-000557, 43-000561, 43-000564, 43-000567, 43-000576, 43-000577, 43-000578, 43-000579, 43-000580, 43-000581, 43-000586, 43-000587, 43-000588, 43-000591, 43-000592, 43-000593, 43-000594, 43-000595, 43-000596, 43-000604, 43-000605, 43-000606, 43-000608, 43-000609, 43-000610, 43-000611, 43-000612, 43-000614, 43-000616, 43-000617, 43-000619, 43-000621, 43-000623, 43-000624, 43-000627, 43-000634, 43-000635, 43-000643, 43-000649, 43-000650, 43-000651, 43-000652, 43-000653, 43-000654, 43-000655, 43-000656, 43-000657,

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						43-000658, 43-000659, 43-000660, 43-000661, 43-000672, 43-000673, 43-000675, 43-000968, 43-000969, 43-001106
S-016394a		1995	Colin I. Busby, Donna M. Garaventa, Stuart A. Guedon, and Melody E. Tannam	First Supplement, Recorded Archaeological Resources in Santa Clara County, California	Basin Research Associates, Inc.	
S-016394b		1996	Colin I. Busby, Donna M. Garaventa, Stuart A. Guedon, and Melody E. Tannam	Second Supplement, Recorded Archaeological Resources in Santa Clara County, California	Basin Research Associates, Inc.	
S-016394c		1997	Colin I. Busby, Donna M. Garaventa, Stuart A. Guedon, and Melody E. Tannam	Third Supplement, Recorded Archaeological Resources in Santa Clara County, California	Basin Research Associates, Inc.	
S-016828		1994	Colin I. Busby	Closure Report No. 1, Monitoring of Storm and Water Pipelines, Tasman Drive/Capitol Avenue Extension, City of Milpitas, Santa Clara County (letter report)	Basin Research Associates, Inc.	
S-017852		1995	Jacquelin Jensen Kehl and Linda Yamane	Ethnohistoric Genealogy Study, Tasman Corridor Light Rail Project, Santa Clara County, California	Woodward-Clyde Consultants	43-000032
S-018217		1996	Glenn Gmoser	Cultural Resource Evaluations for the Caltrans District 04 Phase 2 Seismic Retrofit Program, Status Report	California Department of Transportation	01-000014, 01-000023, 01-000227, 07-000108, 07-000119, 38-000002, 38-000004, 41-000273, 43-000106, 43-000297, 43-000624, 43-001078, 44-000010, 44-000201, 44-000300, 49-000195
S-019072	Voided - S-18541; Voided - S-23080	1996	Colin I. Busby, Donna M. Garaventa, Melody E. Tannam, and Stuart A. Guedon	Historic Properties Treatment Plan, South Bay Water Recycling Program.	Basin Research Associates, Inc.	43-000024, 43-000057, 43-000217, 43-000423, 43-000529, 43-000966
S-019072a		1996	Colin I. Busby, Donna M. Garaventa, Melody E. Tannam, and Stuart A. Guedon	Supplemental Report: Historic Properties Affected or Potentially Affected by the South Bay Water Recycling Program	Basin Research Associates, Inc.	
S-019072b		1999	Colin I. Busby	South Bay Water Recycling Program - Cultural Resources Program, Subcontract No. 728106.3024, Monitoring Closure Report - Phase 1 (letter report)	Basin Research Associates, Inc.	

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-020395		1998	Donna L. Gillette	PCNs of the Coast Ranges of California: Religious Expression or the Result of Quarrying?	California State University, Hayward	07-000094, 07-000323, 12-000050, 17-000071, 17-001315, 21-000087, 21-000376, 21-000378, 21-000379, 21-000381, 21-000382, 21-000383, 21-000384, 21-000386, 21-000387, 21-000388, 21-000389, 21-000390, 21-000391, 21-000392, 21-000393, 21-000394, 21-000395, 21-000396, 21-000397, 21-000398, 21-000399, 21-000400, 21-000401, 21-000402, 21-000419, 21-000433, 21-000546, 21-000620, 21-000621, 21-000624, 21-000661, 23-000434, 23-000809, 23-000810, 23-001698, 23-001725, 23-001792, 23-001798, 23-001799, 23-001803, 23-001804, 23-001930, 23-001942, 23-001950, 23-001963, 35-000013, 43-000067, 43-000080, 43-000287, 43-000289, 43-000504, 49-000046, 49-000240, 49-000533, 49-000550, 49-000629, 49-000785, 49-000787, 49-000868, 49-000960, 49-000975, 49-001004, 49-001087, 49-001239, 49-002121
S-020536		1998	Barry A. Price	Cultural Resources Assessment, Pacific Bell Mobile Services Facility SF-561-06, Milpitas, Santa Clara County, California (letter report)	Applied EarthWorks Inc.	
S-022820	Submitter - Project Number 27101	2000	Wendy J. Nelson, Tammara Norton, Larry Chiea, and Eugenia Mitsanis	Cultural Resources Survey for the Level (3) Communications Long Haul Fiber Optics Project, Segment WS07: Oakland to San Jose	Far Western Anthropological Research Group, Inc.	01-000027, 01-000040, 01-000086, 01-000091, 43-001268
S-023105		1999	Colin I. Busby	Historic Properties Affected or Potentially Affected by the South Bay Water Recycling Program "Package 1" Segments SC 1, SC 3, SC 5, M 2, M 3, M 4, M 5 & SJ/C 1, Cities of Milpitas, San Jose, Santa Clara, and Sunnyvale, Santa Clara County (letter report)	Basin Research Associates, Inc.	43-000050, 43-000226, 43-000228, 43-000240, 43-000348, 43-000381, 43-000474, 43-000529, 43-000588, 43-000921, 43-000966, 43-001010, 43-001014, 43-001123, 43-001124
S-023356		1999	Ward Hill	Historic Property Survey Report, Montague Expressway Project, Cities of Santa Clara, San Jose and Milpitas, Santa Clara County, California	Basin Research Associates, Inc.	43-000365

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S-023356a		1999		Archaeological Survey Report (Positive), Montague Expressway Improvements Project, Cities of Santa Clara, San Jose and Milpitas, Santa Clara County, California	Basin Research Associates, Inc.	
S-023356b		1999	Ward Hill	Historic Architectural Survey Report (Abbreviated), Montague Expressway Improvement Project, Cities of Santa Clara, San Jose and Milpitas, Santa Clara County, California Department of Transportation District 4		
S-023382		2000		Cultural Resources Assessment, Historic Properties Affected or Potentially Affected by the South Bay Water Recycling Program Phase 2 Facilities, Modifications to Existing Segments SJ-1, SJ-2, SC-2, SC-5, M-1 and New Segments SJ-3, SJ-4, SJ-5, SJ-6, SJ-7, M-2, M-5, Cities of San Jose and Milpitas, Santa Clara County	Basin Research Associates, Inc.	43-000087, 43-000325, 43-000348, 43-000966, 43-001010, 43-001042

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S-026045		2000	Richard Carrico, Theodore Cooley, and William Eckhardt	Cultural Resources Reconnaissance Survey and Inventory Report for the Metromedia Fiberoptic Cable Project, San Francisco Bay Area and Los Angeles Basin Networks	Mooney & Associates	01-000038, 01-000040, 01-000042, 01-000068, 01-000072, 01-000091, 01-000092, 01-000108, 01-000120, 01-000233, 01-000239, 01-000240, 01-000241, 01-010527, 01-010528, 01-010529, 01-010530, 01-010531, 01-010532, 01-010533, 01-010534, 01-010535, 07-000719, 21-000034, 21-000097, 21-000529, 21-000536, 21-000563, 38-000015, 41-000009, 41-000044, 41-000077, 41-000095, 41-000105, 41-000152, 41-000169, 41-000172, 41-000174, 41-000187, 41-000230, 41-000231, 41-000232, 41-000281, 41-000302, 41-000310, 41-000311, 41-000312, 41-000315, 41-000318, 41-000640, 43-000021, 43-000024, 43-000028, 43-000042, 43-000050, 43-000058, 43-000141, 43-000338, 43-000369, 43-000382, 43-000383, 43-000388, 43-000396, 43-000398, 43-000418, 43-000424, 43-000444, 43-000462, 43-000467, 43-000472, 43-000551, 43-000565, 43-000595, 43-000617, 43-000619, 43-000621, 43-000669, 43-001010, 43-001071, 43-001083, 43-001084
S-030204		2003	Donna L. Gillette	The Distribution and Antiquity of the California Pecked Curvilinear Nucleated (PCN) Rock Art Tradition.	University of California, Berkeley	01-002148, 21-000384, 23-000810
S-031212	Submitter - SF-15051	2006	Carolyn Losee	Collocation ("CO") Submission Packet, FCC Form 621, Great Mall, SF-15051	Archaeological Resources Technology	43-001816
S-032596	Caltrans - EA No. 447600; Other - Contract #04A2098	2006	Randall Milliken, Jerome King, and Patricia Mikkelsen	The Central California Ethnographic Community Distribution Model, Version 2.0, with Special Attention to the San Francisco Bay Area, Cultural Resources Inventory of Caltrans District 4 Rural Conventional Highways	Consulting in the Past; Far Western Anthropological Research Group, Inc.	

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-033600	Agency Nbr - Contract No. 04A2098; Caltrans - EA No. 447600	2007	Jack Meyer and Jeff Rosenthal	Geoarchaeological Overview of the Nine Bay Area Counties in Caltrans District 4	Far Western Anthropological Research Group, Inc.	01-000001, 01-000002, 01-000014, 01-000063, 01-000064, 01-000067, 01-000080, 01-000124, 01-000139, 01-000140, 01-001795, 01-002110, 01-002160, 01-002162, 01-002245, 07-000019, 07-000024, 07-000037, 07-000047, 07-000075, 07-000079, 07-000088, 07-000089, 07-000108, 07-000182, 07-000185, 07-000186, 07-000217, 07-000239, 07-000401, 07-000721, 21-000010, 21-000048, 21-002615, 28-000009, 28-000028, 28-000301, 28-000967, 38-000006, 38-000028, 38-000101, 38-000102, 38-000119, 41-000080, 41-000284, 43-000016, 43-000189, 43-000296, 43-000308, 43-000310, 43-000423, 43-000424, 43-000448, 43-000451, 43-000485, 43-000561, 43-000604, 43-000608, 43-000614, 43-000623, 43-001015, 43-001058, 43-001080, 43-001163, 43-001194, 43-001576, 48-000007, 48-000157
S-034214		1995		Final Report: Archaeological Collections Project for the Redevelopment Agency of the City of San Jose	Basin Research Associates, Inc.	43-000058, 43-000141, 43-000383, 43-000467, 43-001202, 43-001911
S-034869		2008	Jeffrey Rosenthal and Charlene Duval	Archaeological Survey and Geoarchaeological Trenching for the Freight Railroad Relocation and Lower Berryessa Creek Project in the Cities of Fremont and Milpitas, California	Far Western Anthropological Research Group, Inc.	
S-037092	Other - BUR 100401 A; Other - BUR 2013 0118 001	2010		Historic Property Survey Report/Finding of Effect South Bay Water Recycling (SBWR) Stimulus Projects, Milpitas Light Rail Median, City of Milpitas, Santa Clara County, BUR100401A	Basin Research Associates, Inc.	
S-037092a		2010		Historic Properties Survey Report/ Finding of Effect, South Bay Water Recycling (SBWR) Stimulus Projects, San Jose Perimeter Road, City of San Jose, Santa Clara County	Basin Research Associates	

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S-038390		2011	Jennifer Thomas	Cultural Resources Inventory of the Silicon Valley Berryessa Extension, Gas and Electric Distribution Relocation Project, Santa Clara County, California	Far Western Anthropological Research Group, Inc.	01-001783, 01-002190, 35-000334, 43-000928, 43-001010, 43-002654
S-045495	Caltrans - EA 04-4G0500; Caltrans - Project ID 0412000437	2013	Laura Leach-Palm and Chandra Miller	Historic Property Survey Report Including Historical Resources Evaluation Report, Archaeological Survey Report, and Environmentally Sensitive Area (ESA) and Archaeological Monitoring Area (AMA) Action Plan, for the Interstate-680 Northbound HOV/Express Lane Project, SR 237 to SR 84, Santa Clara and Alameda Counties, California; SCL-680 PM M6.5/M9.9, ALA-680 PM M0.0/R12.4, EA 04-4G0500, Project ID 0412000437	Far Western Anthropological Research Group, Inc.; JRP Historical Consulting, LLC	01-002162, 01-010820, 01-011546, 01-011547, 01-011548
S-045495a		2013	Chandra Miller	Historical Resource Evaluation Report for the Interstate 680 Northbound Express Lane Project, SR 237 to SR 84; SCL-680 PM M6.5/M9.9, ALA-680 PM M0.0/R12.4, EA 04-4G0500, Project ID 0412000437	JRP Historical Consulting, LLC	
S-045495b		2013	Laura Leach-Palm	Archaeological Survey Report for the Interstate 680 Northbound HOV/Express Lane Project, SR 237 to SR 84; SCL-680 PM M6.5/M9.9, ALA-680 PM M0.0/R12.4, EA 04-4G0500, Project ID 0412000437	Far Western Anthropological Research Group, Inc.	
S-045495c		2013	Laura Leach-Palm	Environmentally Sensitive Area (ESA) and Archaeological Monitoring Area (AMA) Action Plan for Site P-01-002162/CA-ALA-576, for the Interstate 680 Northbound HOV/Express Lane Project, SR 237 to SR 84; Caltrans District 4, SCL-680 PM M6.5/M9.9, ALA-680 PM M0.0/R12.4, EA 04-4G0500, Project ID 0412000437	Far Western Anthropological Research Group, Inc.	
S-045793		2014	Heidi Koenig	Cultural Resources Constraints Analysis for the South Bay Water Recycling Storage Tank Sites (letter report)	Environmental Science Associates	
S-045939		2015	Leigh Jordan and Sunshine Psota	Results of an archaeological literature search for 14-127 VTA I-680 Corridor Project, Santa Clara County, California (letter report)	Holman & Associates	
S-046375		2012		County of Santa Clara Historic Context Statement	Archives and Architecture, LLC.	

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S-047736		2016	Philip Kaijankoski and Naomi Scher	Archaeological Survey and Extended Phase I Testing Report for the Montague Expressway Pedestrian Overcrossing Project, Milpitas, California	Far Western Anthropological Research Group	
S-048927		1997	Donald Scott Crull	The Economy and Archaeology of European-made Glass Beads and Manufactured Goods Used in First Contact Situations in Oregon, California and Washington	University of Sheffield, England	
S-049626	OHP PRN - FTA 040219A; OHP PRN - FTA030325A; OHP PRN - FTA040217A; Voided - S-37032	2010	Brian F. Byrd, Rebecca Allen, Jack Meyer, Jeffrey Rosenthal, Adie Whitaker, and Charlene Duval	Archaeological Research Design and Treatment Plan for the Berryessa Extension Project, Fremont, Milpitas, and San Jose, California	Far Western Anthropological Research Group, Inc.; Past Forward, Inc.	01-010542, 01-011456, 01-012006, 01-012007, 01-012008, 01-012009, 01-012010, 43-000050, 43-000369, 43-001010, 43-001240, 43-001241, 43-001244, 43-001327, 43-001377, 43-001381, 43-001382, 43-001383, 43-001384, 43-001385, 43-001386, 43-001387, 43-001388, 43-001389, 43-001397, 43-001398, 43-001399, 43-001400, 43-001401, 43-001402, 43-001403, 43-001404, 43-001405, 43-001406, 43-001407, 43-001491, 43-001621, 43-001629, 43-001630, 43-001631, 43-001632, 43-002873, 43-003033, 43-003154, 43-003534, 43-003900, 43-003901, 43-003902, 43-003903, 43-003904, 43-003905, 43-003906, 43-003907, 43-003908, 43-003909, 43-003910, 43-003911, 43-003912, 43-003913, 43-003914, 43-003915, 43-003916, 43-003917, 43-003918, 43-003919, 43-003920, 43-003921, 43-003922, 43-003923, 43-003924, 43-003925, 43-003926, 43-003927, 43-003928, 43-003929, 43-003930, 43-003931, 43-003932, 43-003933, 43-003934, 43-003935, 43-003936
S-049626a		2010		Programmatic Agreement Between the Federal Transit Administration and the California State Historic Preservation Officer Regarding the Berryessa Extension Project Alternative of the Silicon Valley Rapid Transit Corridor Project in Alameda and Santa Clara Counties		

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-049626b		2010	Edward Carranza and Michael T. Burns	Silicon Valley Rapid Transit Corridor: Volume I, Final Environmental Impact Statement and 4(f) Evaluation	Federal Transit Administration U.S. Department of Transportation; Santa Clara Valley Transportation Authority	
S-049626c		2010		Silicon Valley Rapid Transit Corridor: Volume II, Final Environmental Impact Statement and 4(f) Evaluation	U.S. Department of Transportation Federal Transit Administration; Santa Clara Valley Transportation Authority	
S-049626d		2010	Meta Bunse	Historic Architectural Resources Section 106 compliance update for the Silicon Valley Rapid Transit Corridor, extension of San Francisco Bay Area Rapid Transit (BART)	JRP Historical Consulting, LLC	
S-049626e		2010	Allika Ruby, Sharon Waechter, Charlene Duval, and Jeffrey Rosenthal	Santa Clara Valley Transportation Authority (VTA) Silicon Valley Rapid Transit Corridor EIS/SEIR, Technical Memorandum, Archaeological Survey and Sensitivity Report for SVRTC EIS/SEIR Alternative	Far Western Anthropological Research Group, Inc.	
S-049626f		2008		Santa Clara Valley Transportation Authority (VTA) Silicon Valley Rapid Transit Corridor EIS/SEIR, Technical Memorandum, Historical Resources Inventory and Evaluation Report for SVRTC EIS	JRP Historical Consulting, LLC	
S-049626g		2008	Thomas W. Fitzwater, Milford Wayne Donaldson, Stephen D. Mikesell, and Gloria Sciara	FTA04217A, Silicon Valley Rapid Transit Corridor Project	Santa Clara Valley Transportation Authority; California Office of Historic Preservation; San Jose Historic Landmarks Commission	
S-049626h		2003	Knox Mellon, Meta Bunse, Thomas W. Fitzwater, and Leslie T. Rogers	FTA030325A; Silicon Valley Rapid Transit Corridor Project, San Jose, Santa Clara County	California Office of Historic Preservation; Valley Transportation Authority; U.S. Department of Transportation	
S-049626i		2013	Thomas W. Fitzwater	Invitation to participate in the Environmental Review Process for the BART Silicon Valley Sanata Clara Extension (SVSX) Project, which is Phase II of the BART Silicon Valley Program	Santa Clara Valley Transportation Authority	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-049626j		2009	Thomas W. Fitzwater	Silicon Valley Rapid Transit Corridor Project, FTA A040219A	Santa Clara Valley Transportation Authority	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-049780	OTIS Report Number - FHWA_2016_0615_0 01	2017	Brian F. Byrd, Adrian R. Whitaker, Patricia J. Mikkelsen, and Jeffrey S. Rosenthal	San Francisco Bay-Delta Regional Context and Research Design for Native American Archaeological Resources, Caltrans District 4	California Department of Transportation, District 4	01-000001, 01-000002, 01-000014, 01-000015, 01-000022, 01-000033, 01-000034, 01-000038, 01-000062, 01-000066, 01-000080, 01-000084, 01-000086, 01-000087, 01-000089, 01-000104, 01-000105, 01-000106, 01-000107, 01-000116, 01-000117, 01-000139, 01-000152, 01-000175, 01-000197, 01-000201, 01-000202, 01-000234, 01-000237, 01-001795, 01-002120, 01-002160, 01-002162, 01-002245, 01-002280, 01-010509, 01-010610, 01-011556, 07-000019, 07-000021, 07-000029, 07-000033, 07-000037, 07-000047, 07-000066, 07-000070, 07-000079, 07-000080, 07-000089, 07-000093, 07-000098, 07-000105, 07-000117, 07-000118, 07-000147, 07-000148, 07-000149, 07-000150, 07-000154, 07-000168, 07-000173, 07-000174, 07-000175, 07-000176, 07-000185, 07-000186, 07-000189, 07-000197, 07-000217, 07-000227, 07-000230, 07-000238, 07-000239, 07-000242, 07-000309, 07-000359, 07-000365, 07-000366, 07-000400, 07-000401, 07-000440, 07-000441, 07-000459, 07-000461, 07-000462, 07-000721, 07-000724, 07-000790, 07-000792, 07-002570, 07-002592, 07-002650, 07-004537, 21-000002, 21-000036, 21-000043, 21-000045, 21-000048, 21-000051, 21-000057, 21-000058, 21-000066, 21-000070, 21-000072, 21-000073, 21-000074, 21-000075, 21-000097, 21-000106, 21-000109, 21-000142, 21-000143, 21-000152, 21-000163, 21-000164, 21-000165, 21-000166, 21-000167, 21-000175, 21-000177, 21-000193, 21-000195, 21-000196, 21-000199, 21-000200, 21-000217, 21-000218, 21-000219, 21-000220, 21-000221, 21-000222, 21-000256, 21-000295, 21-000305, 21-000306, 21-000327, 21-000332, 21-000337,

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
						21-000346, 21-000369, 21-000423, 21-000459, 21-000462, 21-000528, 21-000541, 21-000544, 21-000552, 21-000664, 21-000675, 21-002625, 27-000613, 28-000028, 28-000029, 28-000175, 28-000176, 28-000667, 28-000874, 38-000004, 38-000006, 38-000007, 38-000017, 38-000021, 38-000022, 38-000026, 38-000028, 38-000029, 38-000030, 38-000031, 38-000101, 38-000102, 38-000119, 38-000162, 38-000172, 38-004265, 38-004318, 38-004319, 38-004326, 38-004329, 38-004352, 38-004638, 38-004882, 38-005131, 38-005503, 41-000001, 41-000009, 41-000011, 41-000027, 41-000028, 41-000037, 41-000044, 41-000075, 41-000080, 41-000081, 41-000086, 41-000087, 41-000103, 41-000117, 41-000127, 41-000136, 41-000141, 41-000142, 41-000149, 41-000152, 41-000160, 41-000204, 41-000244, 41-000252, 41-000259, 41-000263, 41-000265, 41-000284, 41-000308, 41-000315, 41-002076, 43-000016, 43-000019, 43-000021, 43-000024, 43-000026, 43-000027, 43-000032, 43-000050, 43-000057, 43-000082, 43-000085, 43-000087, 43-000137, 43-000141, 43-000167, 43-000277, 43-000285, 43-000295, 43-000302, 43-000308, 43-000310, 43-000321, 43-000324, 43-000334, 43-000349, 43-000360, 43-000423, 43-000465, 43-000479, 43-000485, 43-000549, 43-000576, 43-000578, 43-000579, 43-000581, 43-000586, 43-000587, 43-000588, 43-000595, 43-000604, 43-000608, 43-000614, 43-000618, 43-000624, 43-000662, 43-000989, 43-000990, 43-001058, 43-001060, 43-001071, 43-001163, 43-001164, 43-001172, 43-001194, 43-001279, 43-001531, 43-001594, 43-001768, 43-001838, 43-001871, 43-002704, 43-003005,

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
						48-000007, 48-000019, 48-000033, 48-000075, 48-000083, 48-000150, 48-000175, 48-000176, 48-000188, 48-000898, 49-000199, 49-001011, 49-001862
S-049780a		2016	Julianne Polanco	FHWA_2016_0615_001, Caltrans District 4 Archaeological Context	California Office of Historic Preservation	
S-050902		2017	Philip Kaijankoski	Prehistoric Archaeological Sensitivity Assessment of 26 Transit-oriented Development Parcels in Santa Clara County, California	Far Western Anthropological Research Group, Inc.	43-000149, 43-000285
S-050902a		2018	Philip Kaijankoski	Prehistoric Archaeological Sensitivity Assessment of 26 Transit-Oriented Development Locations in Santa Clara County, California	Far Western Anthropological Research Group, Inc.	
S-053849	Agency Nbr - Contract No.: W912PL-07-D-0048; Agency Nbr - Task Order No.: CM08	2010		Historic Properties Survey Report and Finding of Effect, Berryessa Creek Project, Cities of San Jose and Milpitas, Santa Clara County, California, Contract No.: W912PL-07-D-0048, Task Order No.: CM08	Basin Research Associates, Inc.	43-000168, 43-000169, 43-000588
S-056662		2022	Kyle Palazzolo	Dressed for Success: Assessing and Contextualizing Flower-Pot Mortars	California State University, Chico	01-000001, 01-000002, 01-000015, 01-000034, 01-000086, 01-000104, 01-000105, 01-002280, 01-010610, 01-011986, 07-000032, 07-000033, 07-000037, 07-000047, 07-000080, 07-000105, 07-000117, 07-000118, 07-000123, 07-000131, 07-000173, 07-000174, 07-000185, 07-000309, 07-000365, 21-000017, 21-000070, 21-000097, 21-000106, 21-000218, 21-000242, 21-000252, 21-000262, 21-000295, 21-000332, 21-000346, 21-000640, 28-000015, 28-000061, 38-000004, 41-000044, 43-000021, 43-000057, 43-000360, 43-001279, 43-001843, 48-000083, 48-000150, 49-000362, 49-000915

**NATIVE AMERICAN HERITAGE COMMISSION**

February 24, 2025

Dana DePietro
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SECRETARY
Steven Quinn**NAHC HEADQUARTERS**
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov**Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, 1000 Gibraltar Warehouse Project, Santa Clara County**

To Whom It May Concern:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of the Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Mathew.Lin@nahc.ca.gov

Sincerely,

Mathew Lin

Mathew Lin, MPP
Cultural Resources Analyst

Attachment

**Native American Heritage Commission
Native American Contact List
Santa Clara County
2/24/2025**

County	Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation	Counties	Last Updated
Santa Clara	Amah Mutsun Tribal Band	N	Valentin Lopez, Chairperson	P.O. Box 5272 Galt, CA, 95632	(916) 743-5833		vjtestingcenter@aol.com	Costanoan Northern Valley Yokut	Alameda, Calaveras, Contra Costa, Fresno, Madera, Mariposa, Merced, Monte rey, San Benito, San Francisco, San Joaquin, Santa Clara, Santa Cruz, Stanislaus	7/20/2023
	Amah Mutsun Tribal Band	N	Ed Ketchum, Vice-Chairperson		(530) 578-3864		aerieways@aol.com	Costanoan Northern Valley Yokut	Alameda, Calaveras, Contra Costa, Fresno, Madera, Mariposa, Merced, Monte rey, San Benito, San Francisco, San Joaquin, Santa Clara, Santa Cruz, Stanislaus	7/20/2023
	Amah Mutsun Tribal Band of Mission San Juan Bautista	N	Christopher Zimmer, Senior Cultural Monitor & Consultant, Councilman	PO Box 214211, 2929 Fulton Ave Unit 19 Sacramento, CA, 95821	(650) 520-8418		cdzimmer93@gmail.com	Costanoan	Alameda, Contra Costa, Merced, Monterey, San Benito, San Francisco, San Mateo, Santa Clara, Santa Cruz, Stanislaus	10/8/2024
	Amah Mutsun Tribal Band of Mission San Juan Bautista	N	Michelle Zimmer, Senior Cultural Monitor & Consultant	PO Box 214211, 2929 Fulton Ave Unit 19 Sacramento, CA, 95821	(916) 730-9468		michellezimmer1966@gmail.com	Costanoan	Alameda, Contra Costa, Merced, Monterey, San Benito, San Francisco, San Mateo, Santa Clara, Santa Cruz, Stanislaus	10/8/2024
	Amah Mutsun Tribal Band of Mission San Juan Bautista	N	Shelby Brown, Senior Cultural Monitor & Consultant, Councilwoman	2451 Tyroleean Way Sacramento, CA, 95821	(916) 276-8380		shelbyzimmer1997@gmail.com	Costanoan	Alameda, Contra Costa, Merced, Monterey, San Benito, San Francisco, San Mateo, Santa Clara, Santa Cruz, Stanislaus	10/8/2024
	Amah Mutsun Tribal Band of Mission San Juan Bautista	N	Garry Zimmer, Senior Cultural Monitor & Consultant	PO Box 214211, 2929 Fulton Ave Unit 19 Sacramento, CA, 95821	(408) 771-8901		garyzimmer@gmail.com	Costanoan	Alameda, Contra Costa, Merced, Monterey, San Benito, San Francisco, San Mateo, Santa Clara, Santa Cruz, Stanislaus	10/8/2024
	Amah Mutsun Tribal Band of Mission San Juan Bautista	N	Irene Zwielerlein, Chairperson	3030 Soda Bay Road Lakeport, CA, 95453	(916) 730-9468		amahmutsuntribalcommunications@gmail.com	Costanoan	Alameda, Contra Costa, Merced, Monterey, San Benito, San Francisco, San Mateo, Santa Clara, Santa Cruz, Stanislaus	10/8/2024
	Confederated Villages of Lisjan Nation	N	Corrina Gould, Chairperson	10926 Edes Avenue Oakland, CA, 94603	(510) 575-8408		cvtribe@gmail.com	Bay Miwok Ohlone Delta Yokut	Alameda, Contra Costa, Sacramento, San Joaquin, Santa Clara, Solano, Stanislaus	3/22/2023
	Confederated Villages of Lisjan Nation	N	Deja Gould, Language Program Manager	10926 Edes Ave Oakland, CA, 94603	(510) 575-8408		cvtribe@gmail.com	Bay Miwok Ohlone Delta Yokut	Alameda, Contra Costa, Sacramento, San Joaquin, Santa Clara, Solano, Stanislaus	3/22/2023
	Confederated Villages of Lisjan Nation	N	Cheyenne Gould, Tribal Cultural Resource Manager	10926 Edes Ave Oakland, CA, 94603	(510) 575-8408		cvtribe@gmail.com	Bay Miwok Ohlone Delta Yokut	Alameda, Contra Costa, Sacramento, San Joaquin, Santa Clara, Solano, Stanislaus	3/22/2023
	Costanoan Rumsen Carmel Tribe	N	Henry Muñoz, Cultural Resource Officer	108 South Acacia Rialto, CA, 92376	(909) 254-1610		crct.crd@gmail.com	Costanoan	Alameda, Contra Costa, Merced, Monterey, San Benito, San Francisco, San Mateo, Santa Clara, Santa Cruz, Stanislaus	7/17/2024
	Costanoan Rumsen Carmel Tribe	N	Samuel Rodriguez, Cultural Resource Officer	29539 Oakridge Dr Menifee, CA, 92586	(760) 681-6860		crct.crd@gmail.com	Costanoan	Alameda, Contra Costa, Merced, Monterey, San Benito, San Francisco, San Mateo, Santa Clara, Santa Cruz, Stanislaus	7/17/2024
	Costanoan Rumsen Carmel Tribe	N	Carla Munoz, Tribal Council		(415) 690-3110		crct.crd@gmail.com	Costanoan	Alameda, Contra Costa, Merced, Monterey, San Benito, San Francisco, San Mateo, Santa Clara, Santa Cruz, Stanislaus	7/17/2024
	Indian Canyon Mutsun Band of Costanoan	N	Kanyon Sayers-Roods, MLD Contact	1615 Pearson Court San Jose, CA, 95122	(408) 673-0626		kanyon@kanyonconsulting.com	Costanoan	Alameda, Contra Costa, Merced, Monterey, San Benito, San Francisco, San Mateo, Santa Clara, Santa Cruz, Stanislaus	3/15/2024
	Indian Canyon Mutsun Band of Costanoan	N	Ann Marie Sayers, Chairperson	P.O. Box 28 Hollister, CA, 95024	(831) 637-4238			Costanoan	Alameda, Contra Costa, Merced, Monterey, San Benito, San Francisco, San Mateo, Santa Clara, Santa Cruz, Stanislaus	3/15/2024
	Muwekma Ohlone Tribe of the SF Bay Area	N	Charlene Nijmeh, Chairperson	1169 S. Main Street, Ste. 336 Manteca, CA, 95377	(408) 464-2892		cnijmeh@muwekma.org	Costanoan	Alameda, Contra Costa, Marin, Merced, Napa, Sacramento, San Francisco, San Joaquin, San Mateo, Santa Clara	3/28/2024
	Muwekma Ohlone Tribe of the SF Bay Area	N	Richard Massiatt, Councilmember/MLD Tribal Rep.	1169 S. Main Street, Ste. 336 Manteca, CA, 95377	(209) 321-0372		rmassiatt@muwekma.org	Costanoan	Alameda, Contra Costa, Marin, Merced, Napa, Sacramento, San Francisco, San Joaquin, San Mateo, Santa Clara	3/28/2024
	Northern Valley Yokut / Ohlone Tribe	N	Timothy Perez, Tribal Compliance Officer	P.O. Box 717 Linden, CA, 95236	(209) 662-2788		huskanam@gmail.com	Costanoan Northern Valley Yokut	Alameda, Calaveras, Contra Costa, Fresno, Madera, Mariposa, Merced, Sacra mento, San Benito, San Joaquin, Santa Clara	11/21/2023
	Northern Valley Yokut / Ohlone Tribe	N	Katherine Perez, Chairperson	P.O. Box 717 Linden, CA, 95236	(209) 649-8972		canutes@verizon.net	Costanoan Northern Valley Yokut	Alameda, Calaveras, Contra Costa, Fresno, Madera, Mariposa, Merced, Sacra mento, San Benito, San Joaquin, Santa Clara	4/30/2024
	Tamien Nation	N	Lillian Camarena, Secretary	336 Percy Street Madera, CA, 93638	(559) 363-5914		lcamarena@tamien.org	Costanoan	Alameda, San Mateo, Santa Clara, Stanislaus	4/11/2023
	Tamien Nation	N	Johnathan Wasaka Costillas, THPO	10721 Pingree Road Clearlake Oaks, CA, 94523	(925) 336-5359		thpo@tamien.org	Costanoan	Alameda, San Mateo, Santa Clara, Stanislaus	4/11/2023
	Tamien Nation	N	Quirina Luna Geary, Chairperson	PO Box 8053 San Jose, CA, 95155	(707) 295-4011		qgeary@tamien.org	Costanoan	Alameda, San Mateo, Santa Clara, Stanislaus	4/11/2023
	The Ohlone Indian Tribe	N	Desiree Vigil, THPO	259 Winwood Avenue Pacifica, CA, 94044	(650) 290-0245		dirwin0368@yahoo.com	Bay Miwok Ohlone Patwin Plains Miwok	Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara	11/30/2023
	The Ohlone Indian Tribe	N	Andrew Galvan, Chairperson	P.O. Box 3388 Fremont, CA, 94539	Phone: (510) 882-0527	(510) 687-9393	chochenyo@AOL.com	Bay Miwok Ohlone Patwin Plains Miwok	Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara	7/24/2023
	The Ohlone Indian Tribe	N	Vincent Medina, Cultural Leader	17365 Via Del Rey San Lorenzo, CA, 94580	(510) 610-7587		vincent.d.medina@gmail.com	Bay Miwok Ohlone Patwin Plains Miwok	Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara	7/24/2023
	Wuksachi Indian Tribe/Eshom Valley Band	N	Kenneth Woodrow, Chairperson	1179 Rock Haven Ct Salinas, CA, 93906	(831) 443-9702		kwood8934@aol.com	Foothill Yokut Mono	Alameda, Calaveras, Contra Costa, Fresno, Inyo, Kings, Madera, Marin, Maripo sa, Merced, Mono, Monterey, San Benito, San	6/19/2023

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed 1000 Gibraltar Warehouse Project, Santa Clara County.

Record: PROJ-2025-001019
Report Type: ABS2 GIS
Counties: Santa Clara
NAHC Group: All

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Appendix D:

Transportation Supporting Information

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1000 Gibraltar Drive

15164 Addendum to the 1000 Gibraltar Drive Final EIR

D.1 - Local Transportation Analysis

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1000 Gibraltar Drive Delivery Center

DATE:

July 9, 2025

LOCATION:

1000 Gibraltar Drive
Milpitas, CA 95035

PREPARED FOR:

City of Milpitas

PREPARED BY:

NV5 Engineers & Consultants
15092 Avenue of Science, Suite 200
San Diego, CA 92128

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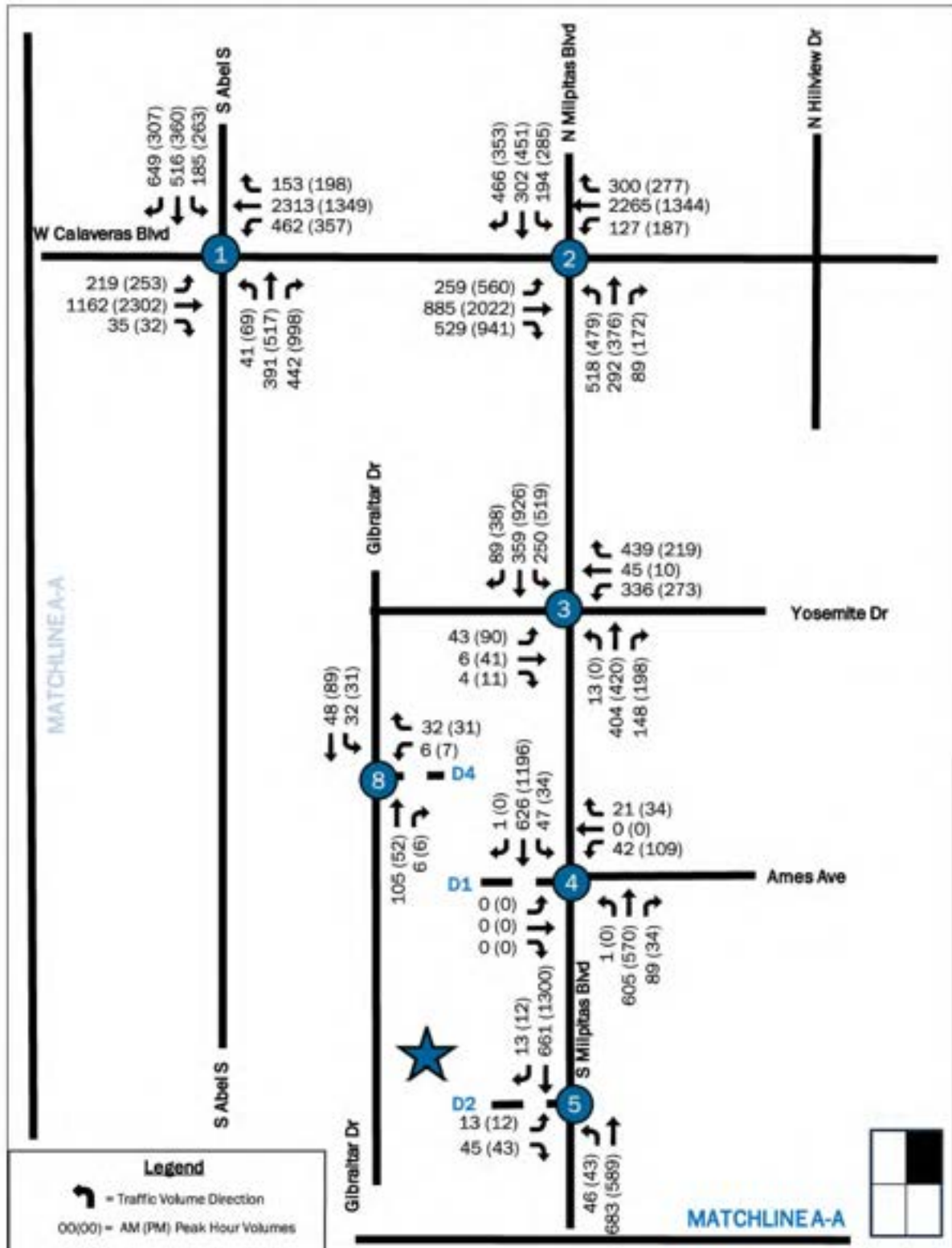


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Executive Summary

A new distribution center will be built at 1000 Gibraltar Drive in Milpitas, California. The 487,564 square-foot (SF) building is intended to be used as a last-mile, e-commerce delivery center. The project is anticipated to generate approximately 3,812 net new daily trips, including 260 trips during the AM peak hour (131 inbound, 129 outbound) and 245 trips during the PM peak hour (122 inbound, 123 outbound).

Traffic operations at intersections outside of the Congestion Management Program (CMP) operate acceptably under Existing conditions. All non-CMP intersections are anticipated to operate at LOS B or better under both the 2026 and 2040 scenarios, with the exception of the South Milpitas Boulevard & Yosemite Drive intersection, which is projected to operate at LOS E under both 2040 No-Build and Build PM conditions. However, since there is no change in critical delay or volume-to-capacity (V/C) ratio between scenarios, the project does not result in an adverse effect at this location, and no mitigation is warranted per City of Milpitas guidelines.

No additional improvements are recommended as part of this analysis. The results indicate that the surrounding transportation network can adequately accommodate the traffic generated by the proposed delivery center.

A. Introduction

This Local Transportation Analysis (LTA) has been performed to identify the transportation impacts associated with the operation of a delivery center. The site is located at 1000 Gibraltar Drive in Milpitas, CA. Figure 1 shows the location of the project site.

NV5 was retained to prepare this Local Traffic Assessment (LTA) to evaluate the potential traffic impacts of the proposed development on the surrounding roadway network and to identify any improvements that may be necessary to mitigate those impacts. To conduct this assessment, NV5 performed the following tasks:

- Collected data on existing traffic conditions by conducting turning movement counts at key intersections in the vicinity of the proposed project during the weekday morning and evening peak hours.
- Calculated site generated traffic by using the provided trip generation from the site. These trips were then assigned to the surrounding roadway network based on existing travel patterns and the nature of the proposed use.
- Performed capacity analyses for Existing (2024), No-Build (2026), Build (2026), Future No-Build (2040), Future Build (2040), and Future Build Conditions with Mitigation (2040) scenarios within the study area.

This report summarizes NV5's findings and recommendations regarding the anticipated traffic impacts of the proposed development. A detailed project scoping memorandum is included in Appendix E.

A.1. Relevant Regulatory Agencies and Plans

This section outlines the key transportation regulatory agencies and relevant planning documents that guide land use and transportation decisions for the Project. These agencies operate at the regional and local levels, with authority or influence over planning initiatives affecting the City of Milpitas, which is located within Santa Clara County and the broader San Francisco Bay Area.

The plans summarized below provide important policy direction and regulatory context relevant to transportation infrastructure, congestion management, and sustainable land use development within Milpitas and its surrounding region.

Plan Bay Area 2040

Plan Bay Area 2040 is a long-range regional transportation and land use strategy jointly developed and administered by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). It fulfills the requirements of California Senate Bill 375, serving as the region's Sustainable Communities Strategy (SCS) and the Regional Transportation Plan (RTP).

Originally adopted in July 2013 and updated in July 2017, Plan Bay Area 2040 promotes coordinated growth to reduce greenhouse gas emissions by encouraging transit-oriented development in Priority Development Areas (PDAs). These areas are typically located near public transit to support higher-density housing, reduce auto dependency, and accommodate future population growth. Major transportation initiatives in the Plan include:

- BART extension to San José and Santa Clara,
- Caltrain electrification,
- Upgrades to the Amtrak Capitol Corridor, and
- Enhanced local and express bus service.

These projects are aligned with state goals for reducing vehicle miles traveled (VMT) and promoting multimodal transportation.

[Santa Clara Valley Transportation Authority \(VTA\) Congestion Management Program \(CMP\)](#)

As the designated Congestion Management Agency for Santa Clara County, the Santa Clara Valley Transportation Authority (VTA) administers the Congestion Management Program (CMP). The CMP is a collaborative planning framework aimed at improving mobility, supporting sustainable land use decisions, and addressing air quality through coordinated transportation investments.

Key elements of the CMP include:

- Technical guidelines for evaluating land development impacts,
- A Complete Streets policy promoting multimodal access,
- Bicycle and pedestrian planning components, and
- Regional travel demand modeling and level of service (LOS) standards.

The CMP ensures consistency across jurisdictions in managing congestion and aligning development with transportation capacity.

[Valley Transportation Plan \(VTP\) 2040](#)

The Valley Transportation Plan (VTP) 2040 is Santa Clara County's long-range transportation plan, also developed by VTA. It serves as the county's input to the regional Plan Bay Area and outlines a vision for multimodal transportation investments through 2040. Adopted by the VTA Board in September 2014, VTP 2040 addresses:

- Roadway and highway system improvements,
- Public transit expansion and modernization,
- Intelligent Transportation Systems (ITS) and system operations,
- Bicycle and pedestrian facility planning, and

- Integration of land use and transportation strategies.

VTP 2040 identifies priority transportation projects and funding strategies that support the county's economic vitality, environmental sustainability, and equitable access to mobility.

A.2. Relevant City Plans

The City of Milpitas has primary jurisdiction over its local transportation infrastructure, including the city street network, traffic signals under municipal control, and policies governing land use and zoning. In support of its planning and development goals, the City has adopted a range of plans that provide strategic guidance for managing and enhancing its transportation systems. The following documents are particularly relevant to the Project:

City of Milpitas General Plan

The Milpitas General Plan is the City's foundational policy document, outlining a long-term vision for growth, development, and quality of life. It includes goals, policies, and implementation strategies intended to guide decision-making across a broad range of topics, including land use, housing, mobility, and environmental stewardship.

The Circulation Element of the General Plan establishes a framework for developing a safe, efficient, and accessible multimodal transportation system that serves the needs of residents, employees, and visitors. It emphasizes the integration of transportation demand management (TDM) strategies, encourages the use of public transit and non-motorized travel modes (e.g., walking and bicycling), and supports regional coordination with agencies such as VTA and MTC.

Key objectives include:

- Reducing reliance on single-occupancy vehicles,
- Promoting active transportation,
- Ensuring connectivity between land uses and mobility options, and
- Aligning local actions with regional sustainability initiatives.

The last comprehensive update to the General Plan occurred in 1994. A major update process is currently underway to modernize the Plan and align it with current environmental, equity, and mobility goals.

Milpitas Transit Area Specific Plan

The Milpitas Transit Area Specific Plan (TASP) was adopted in June 2008 and amended in December 2011. It establishes a detailed land use and transportation strategy for a 437-acre redevelopment area in the southern portion of the City, centered around the Milpitas BART station and VTA Light Rail.

The Plan envisions the area as a compact, mixed-use, transit-oriented community that reduces vehicle dependence and supports sustainable growth.

The current land use program under the Plan includes:

- 7,109 residential dwelling units,
- Approximately 994,000 square feet of office space
- 340 hotel rooms, and
- Roughly 287,000 square feet of commercial retail space.

The Specific Plan includes street design standards, pedestrian and bicycle infrastructure requirements, and policies aimed at enhancing connectivity and urban design. Although the Project site itself lies outside the TASP boundaries, some study intersections fall within its area of influence. Therefore, the applicable level of service (LOS) standards and transportation performance metrics established in the TASP are used in this Project's analysis.

City of Milpitas Bikeway Master Plan

The Bikeway Master Plan, originally adopted on December 8, 2003, and updated in 2009, outlines the City's strategy for creating a comprehensive and connected bicycle transportation network. The plan is currently undergoing another update to reflect new regional and state policies, emerging mobility trends, and community feedback.

The Plan identifies:

- The City's existing and planned bikeway infrastructure,
- Gaps and opportunities for connectivity,
- Design guidelines for bikeway types (Class I, II, and III),
- Safety and wayfinding improvements, and
- Implementation strategies to increase bicycle ridership as a viable transportation mode.

The Plan supports the City's goals for active transportation, environmental sustainability, and health by promoting bicycle use as an alternative to automobile travel, particularly for short trips and first/last mile connections to transit.

A.3. Project Overview

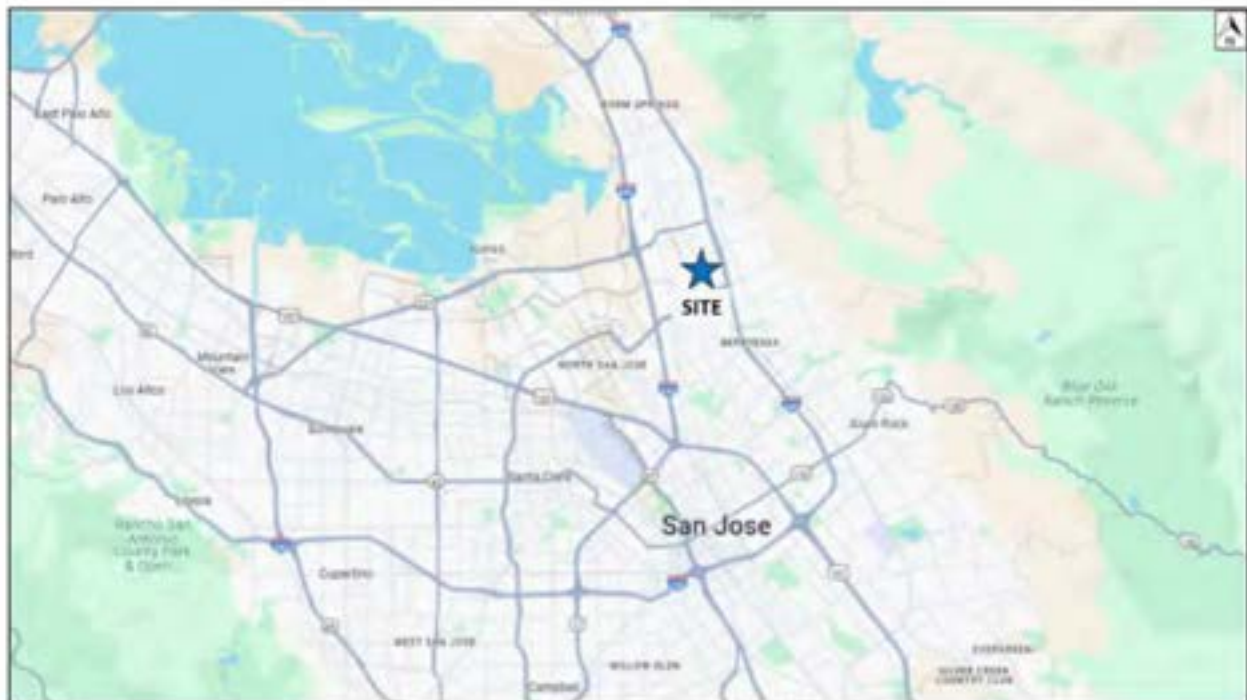
The project includes the demolition of all existing on-site structures and the construction of a modern, 487,564-square-foot distribution center. The parcel is currently occupied by a vacant LifeScan facility, formerly operated by Johnson & Johnson. The planned facility will serve as a hub for the delivery of eCommerce goods. The target build date is 2026.

The Local Transportation Analysis (LTA) is prepared in accordance with the City of Milpitas' requirements and the scoping document, see Attachment E. This LTA is intended to replace the previously approved Local Transportation Analysis Report (2020). The LTA assesses the potential impacts of the proposed project on the key intersections in the project vicinity during the typical weekday AM (7-9 AM) and PM (4-6 PM) commute periods. This study includes performance measures such as intersection delay, Level of Service (LOS) and queuing, and provide a high-level evaluation of impacts to transit, bike, and pedestrian circulations.

A.4. Site Location & Study Area

The project site is in the south-central portion of the City of Milpitas, situated along Gibraltar Drive—a short local roadway that fully encircles the proposed development. Gibraltar Drive intersects Milpitas Boulevard at two points, forming the west leg of each intersection. Milpitas Boulevard serves as a primary north-south corridor, providing access to both the Montague Expressway and State Route (SR) 237. SR 237 and the Montague Expressway connect to Interstate 680 (I-680) and Interstate 880 (I-880). The surrounding area is characterized primarily by light industrial and commercial land uses. The site's location is shown in Figure 1.

Figure 1: Vicinity Map



The study includes analysis of the Existing and Future Conditions of the following intersections:

1. West Calaveras Boulevard & Abel Street
2. E Calaveras Boulevard & Milpitas Boulevard
3. South Milpitas Boulevard & Yosemite Drive
4. South Milpitas Boulevard & Ames Avenue / Driveway 1
5. South Milpitas Boulevard & Driveway 2
6. South Milpitas Boulevard & Gibraltar Drive
7. Gibraltar Drive & Driveway 3
8. Gibraltar Drive & Driveway 4
9. Montague Expressway & South Milpitas Drive
10. Great Mall Parkway / East Capitol Avenue & Montague Expressway
11. Montague Expressway & McCandless Drive / Trade Center Boulevard
12. Montague Expressway & South Main Street / Oakland Road

The study area includes both CMP-designated and non-CMP intersections. The following study locations are designated CMP intersections:

- West Calaveras Boulevard & South Abel Street
- East Calaveras Boulevard & Milpitas Boulevard
- South Milpitas Drive & Montague Expressway
- Great Mall Parkway/East Capitol Avenue & Montague Expressway
- Montague Expressway & McCandless Drive/Trade Center Boulevard
- Montague Expressway & South Main Street/Oakland Road

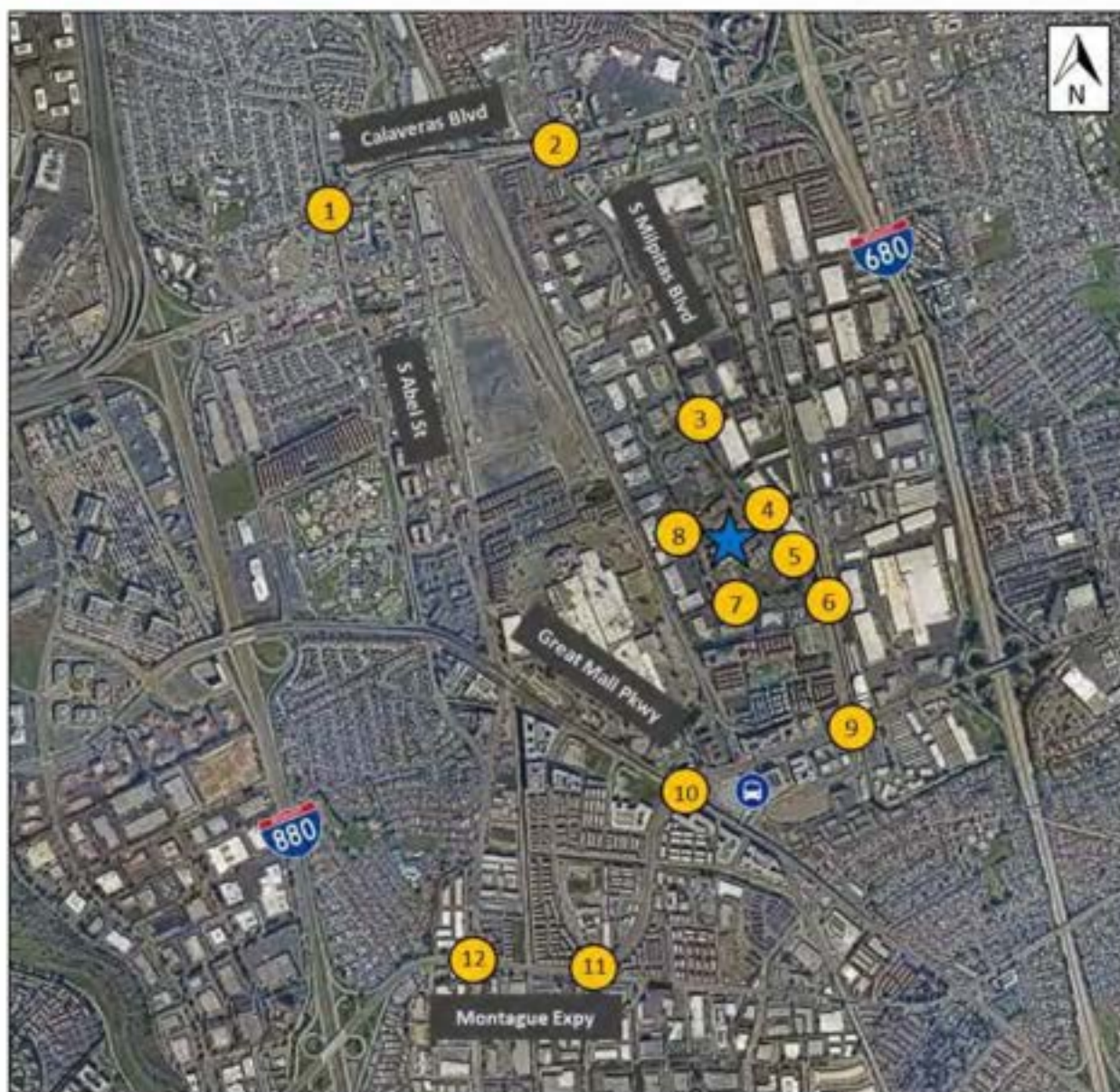
These intersections were included in the study area to reflect realistic traffic conditions. However, consistent with CMP guidelines, no project-specific mitigations were applied at these locations, regardless of queuing or capacity analysis findings.

The following study locations are not part of the CMP network:

- South Milpitas Boulevard & Yosemite Drive
- South Milpitas Boulevard & Ames Avenue/Driveway 1
- South Milpitas Boulevard & Driveway 2
- South Milpitas Boulevard & Gibraltar Drive
- Gibraltar Drive & Driveway 3
- Gibraltar Drive & Driveway 4

Figure 2 illustrates the previously listed study intersections superimposed on existing aerial imagery.

Figure 2: Site Location Aerial



A.5. Development Site Description

Site access will be provided via four (4) driveways located along South Milpitas Boulevard and Gibraltar Drive. Two existing driveways will accommodate truck ingress and egress, while two new driveways will be constructed for passenger vehicle access. A total of 785 parking stalls will be provided, including 408 for associates, 18 accessible stalls, 24 compact stalls, 90 EV-ready spaces, 23 electric vehicle charging stations (EVCS), and 335 flex stalls. The distribution center will be served by D1 and D2 along Milpitas Boulevard and D3 and D4 along Gibraltar Drive. Figure 3 below shows a schematic of the site with driveways accentuation. A site plan is attached in Appendix A.

Figure 3: Site Plan



All line-haul truck traffic will enter the site via Driveway 1 (D1) on Milpitas Boulevard and exit via Driveway 4 (D4) on Gibraltar Drive. Driveways 2 (D2) and 3 (D3), located on Milpitas Boulevard and Gibraltar Drive respectively, will serve passenger vehicles only and provide access to the parking area on the west side of the site. Separating truck and passenger vehicle access enhances site circulation by minimizing vehicle conflicts, optimizing on-site queuing, and ensuring adequate parking accommodations.

B. Existing Conditions

B.1. Existing Transportation Network

Abel Street is a four-lane principle arterial with a 35 MPH posted speed limit with a turn lane throughout the corridor. Traversing the central portion of the City of Milpitas, it provides direct access to key civic and commercial destinations, including the Milpitas Library, City Hall, and the Great Mall. The corridor is characterized by a mix of residential and commercial land uses and is well-served by local public transit. It lies within walking distance of the Milpitas Transit Center, a regional transportation hub offering connections to BART, VTA bus routes, and light rail services.

Ames Avenue is an east-west local roadway that provides direct access to the project site as well as to nearby commercial, office, and light industrial uses located east of the site. The roadway consists of a single travel lane in each direction and has a posted speed limit of 35 miles per hour. On-street parking is permitted east of the Union Pacific Railroad tracks. Pedestrian facilities are limited, with discontinuous sidewalks present on both sides of the street. There are no dedicated bicycle facilities along Ames Avenue, limiting multimodal connectivity in this portion of the study area.

Calaveras Boulevard is a six-lane, median-divided roadway with a posted speed limit of 40 miles per hour in the vicinity of the study area. Functioning as an east-west principal arterial, it provides regional connectivity between I- 880 and I- 680 and forms part of SR 237. Sidewalks are provided on both sides of the street, except between Milpitas Boulevard and Abel Street where a sidewalk is provided only on the north side. Bicycle facilities are not provided.

Gibraltar Drive is a local roadway that primarily runs north-south but includes an east-west segment near the project site. The roadway provides direct access to the project site and serves adjacent industrial and office developments located to the west. Gibraltar Drive consists of one travel lane in each direction. Along the east-west segment, a two-way left-turn lane is provided to facilitate access to driveways and cross streets. The posted speed limit is 30 MPH. On-street parking is prohibited throughout the corridor. Sidewalks are present on both sides of the roadway, offering pedestrian connectivity; however, no dedicated bicycle facilities are provided, and limiting bicycle access along this corridor.

Great Mall Parkway-Capitol Avenue is a major northwest-southeast oriented arterial roadway that serves as a key corridor for regional mobility in the southwestern portion of the city. It provides access to a mix of surrounding land uses, including residential neighborhoods, commercial centers, and office developments. The roadway consists of three travel lanes in each direction, separated by the Valley Transportation Authority (VTA) light rail tracks, which run within a raised median. The posted speed limit is 40 miles per hour. On-street parking is prohibited, and the corridor is designed to support multimodal travel with sidewalks and striped bicycle lanes provided along both sides of the roadway.

South Milpitas Boulevard is a four-lane, median-divided arterial with a posted speed limit of 40 miles per hour. It extends north from the southern city limits near the Montague Expressway. The corridor is also planned for infrastructure improvement projects, including a proposed bridge crossing over the Penitencia East Channel.

Yosemite Drive is an east-west oriented local roadway located northeast of the project site. It functions as a connector within the local street network, providing direct access to surrounding offices, and industrial, and commercial land uses in the study area. The roadway is divided, with two travel lanes in each direction, and has a posted speed limit of 40 miles per hour. On-street parking is prohibited along the corridor. Pedestrian and bicycle infrastructure includes sidewalks and striped bike lanes on both sides of the street, supporting multimodal travel in the area.

Montague Expressway is an east-west oriented expressway located south of the Project site and serves as a major regional arterial in the area. The roadway is divided by a raised center median and is designed to accommodate high traffic volumes with limited access. Between Montague Court and Great Mall Parkway, the expressway provides three general-purpose lanes and one eastbound high-occupancy vehicle (HOV) lane, which operates on weekdays from 6:00 AM to 9:00 AM. West of Great Mall Parkway, the facility transitions to three general-purpose lanes in each direction. The posted speed limit is 45 miles per hour. On-street parking is prohibited. Pedestrian infrastructure is limited, with discontinuous sidewalks along both sides of the corridor, and dedicated bicycle facilities are not present, limiting non-motorized travel options along this segment.

South Milpitas Boulevard is a north-south collector roadway that provides direct vehicular access to the Project site and serves as a key connector for surrounding office, industrial, and commercial developments. The roadway features two travel lanes in each direction. Between Los Coches Street and Gibraltar Drive, a continuous two-way left-turn lane facilitates access to driveways serving adjacent land uses. Outside of this segment, a raised center median is present. The posted speed limit is 40 MPH. On-street parking is not permitted. Sidewalks are provided on both sides of the roadway; however, pedestrian continuity is occasionally interrupted by landscaped building frontages that lack defined pathways. Designated striped bicycle lanes are present on both sides of the street, supporting multimodal travel.

Trade Zone Boulevard is a collector roadway that consists of two travel lanes in each direction and is divided by a raised center median. The posted speed limit is 35 MPH. On-street parking is prohibited along the entire corridor. Sidewalks and designated bicycle facilities are provided on both sides of the roadway, supporting pedestrian and cyclist mobility in the area. The corridor transitions in orientation at Montague Expressway: Trade Zone Boulevard, located south of Montague Expressway, runs east-west, while McCandless Drive, located north of the expressway, runs north-south.

B.2. Existing Bicycle Facilities

Bicycle infrastructure exists in the immediate vicinity of the project site. Bicycle facilities are categorized according to the California Department of Transportation (Caltrans) classification system, which defines the following four facility types:

Class I – Shared-Use Path (Bike Path): A completely separated facility for the exclusive use of bicycles and pedestrians, located off-street within its own right-of-way. Existing Class I bike facilities are not present within the vicinity of the site.

Class II – Bike Lane: A designated on-street lane for bicycle use, typically marked by striping and signage, located adjacent to vehicle travel lanes on priority corridors. Within the Project vicinity, existing Class II Bikeways are provided on:

- Abel-Main Street south of Calaveras Boulevard
- Great Mall Parkway
- Capitol Avenue
- South Milpitas Boulevard
- Trade Zone Boulevard-McCandless Drive
- Yosemite Drive

Class III – Bike Route: A shared roadway facility identified by signage and/or pavement markings, where bicyclists and motor vehicles operate within the same travel lane. Bikeway facilities of this class are limited to the project area. Within the Project vicinity, Class III Bikeways are provided on:

- Calaveras Boulevard
- Abel Street north of Corning Avenue

Class IV – Separated Bikeway (Protected Bike Lane or Cycle Track): An on-street bicycle facility physically separated from motor vehicle traffic by curbs, parked cars, posts, or other physical barriers. Existing Class IV bike facilities are not present within the vicinity of the site.

B.3. Existing Pedestrian Facilities

Pedestrian infrastructure within the Project vicinity includes a comprehensive network of sidewalks, crosswalks, curb ramps, and pedestrian signals. Sidewalks are generally present on at least one side of all surface streets within the study area, supporting pedestrian connectivity throughout the corridor.

At all signalized intersections within the study area, pedestrian accommodation includes marked crosswalks, accessible curb ramps, and pedestrian signal heads with pushbutton actuators to facilitate safe crossing movements. Crosswalks are also present at select unsignalized intersections, enhancing pedestrian access across lower-volume streets.

Curb ramps compliant with Americans with Disabilities Act (ADA) standards are provided at all study intersections, supporting accessibility for all users, including individuals with mobility impairments. The availability of these pedestrian amenities contributes to a walkable environment that supports multimodal access to surrounding land uses.

B.4. Existing Transit Facilities

The study area is served by a robust network of public transit options provided by the Santa Clara Valley Transportation Authority (VTA), Alameda-Contra Costa Transit District (AC Transit), and Bay Area Rapid Transit (BART). These agencies offer a range of services that include local and regional bus routes, light rail transit (LRT), and intercity rail service.

The Project site is directly served by AC Transit Route 217, which provides east-west service between the Fremont BART Station and the Great Mall/Main Transit Center in Milpitas. Bus stops for Route 217 are located along South Milpitas Boulevard, with one stop situated just south of Ames Avenue (west side) and another just north of Ames Avenue (east side), offering convenient access to the Project site. VTA operates multiple transit services in the area, including:

- Local bus routes: 44, 47, and 71;
- Frequent service routes (higher frequency during peak periods): 60, 66, 70, and 77;
- Express route: 104, which offers limited-stop service for commuters.
- Light Rail Transit (LRT): The Orange Line, providing a service from Mountain View to Alum Rock, traverses the study area and connects with the Milpitas Transit Center.

BART service was extended to the City of Milpitas with the opening of the Milpitas BART Station on June 13, 2020. The station provides regional connectivity to destinations throughout the Bay Area, including San Francisco, Oakland, and the East Bay, and is co-located with VTA's Milpitas Transit Center, creating a multimodal hub.

B.5. Traffic Counts

Studies of comparable developments across North America indicate that traffic generation is typically correlated with a measurable unit of site activity (e.g., number of fueling positions, gross floor area, or number of service bays). Given the variability of site traffic throughout the day and year, it is essential to identify an appropriate peak hourly volume to inform the design of the external roadway network and site access points. For this analysis, a common AM and PM peak hour was determined by evaluating the peak hours at each study intersection and selecting the time periods most consistently represented across the study area.

Intersection turning movement counts (TMCs) at the twelve study intersections were collected on Monday, November 19, 2024, while schools were in session. A comprehensive analysis of the study network was conducted to identify consistent peak hours across all intersections. Most intersections

exhibited a common AM peak between 7:45 AM and 8:45 AM, and a common PM peak between 5:00 PM and 6:00 PM. To ensure consistency in the analysis, these time periods were selected as the representative AM and PM peak hours. Supporting intersection traffic data is provided in Appendix C.

B.6. Existing Traffic Analysis

The capacity analysis and queuing analysis in each of the scenarios were performed using the traffic analysis software Synchro® 12. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual, 7th Edition (HCM 7), where LOS A is best, and LOS F is worst. LOS A through LOS D is considered acceptable LOS and LOS E and LOS F are considered unacceptable LOS and may require mitigation. Site driveways are not shown in Existing and No-Build Conditions as they are currently not in use. Due to the operational limitations of the LOS methodology in the HCM, U-turn movements were included with left-turn volumes in the analysis. This adjustment reflects the fact that U-turning vehicles utilize the same lane as left-turning vehicles and contribute to overall delay experienced in the left-turn lane and the overall intersection capacity. In addition to LOS, queue lengths were evaluated. Movements where queue lengths exceed available storage space are identified below each table. When this condition occurs, it indicates that vehicle queues may extend beyond the designated turn lane, potentially interfering with adjacent movements and degrading overall intersection performance. Capacity worksheets are included in Appendix D. The results of Existing capacity analyses are shown in Table 1 and include analysis of the volumes shown in Figures 4 - 6.

Figure 4: Existing Traffic Volumes 1

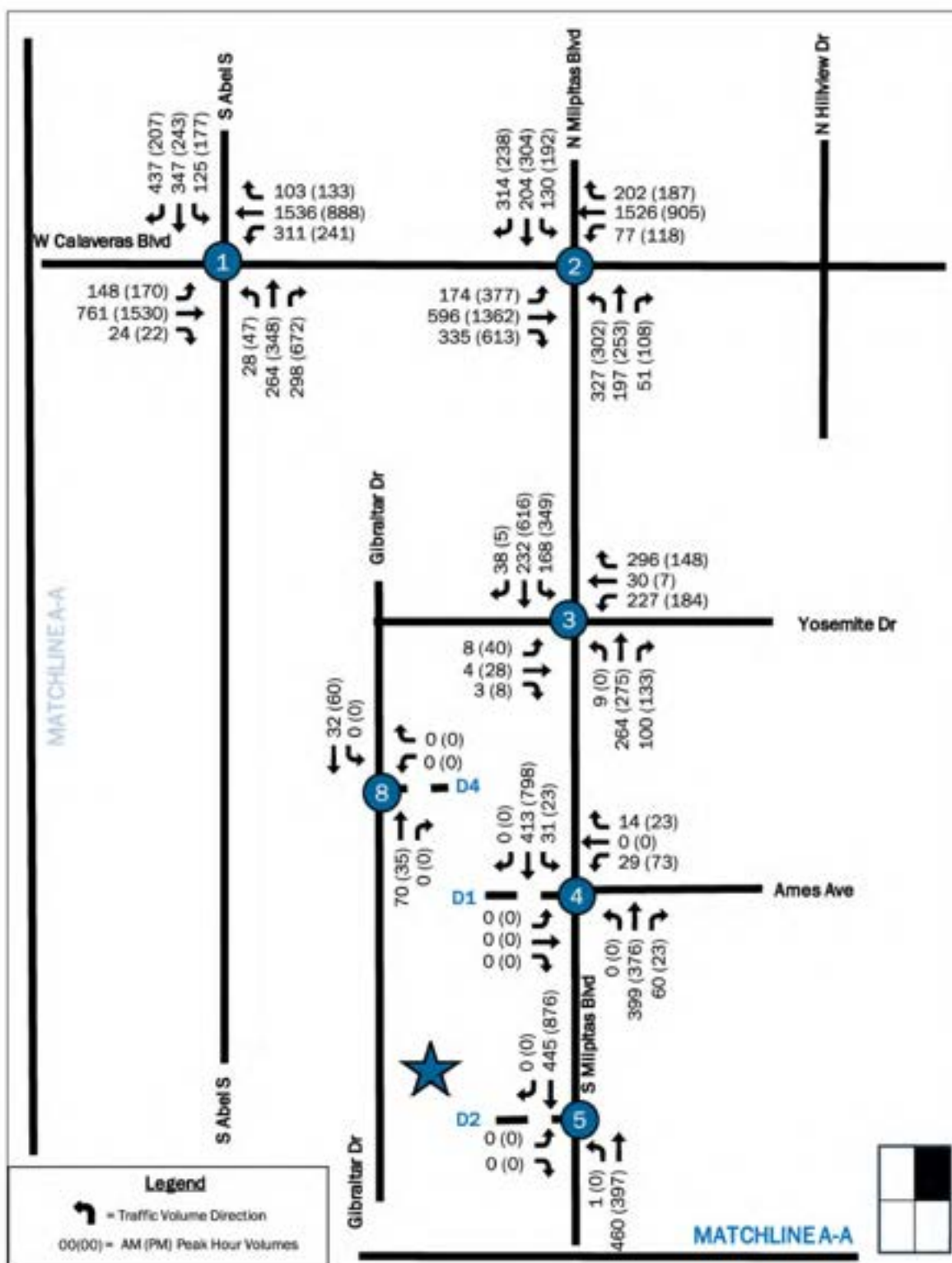


Figure 5: Existing Traffic Volumes 2

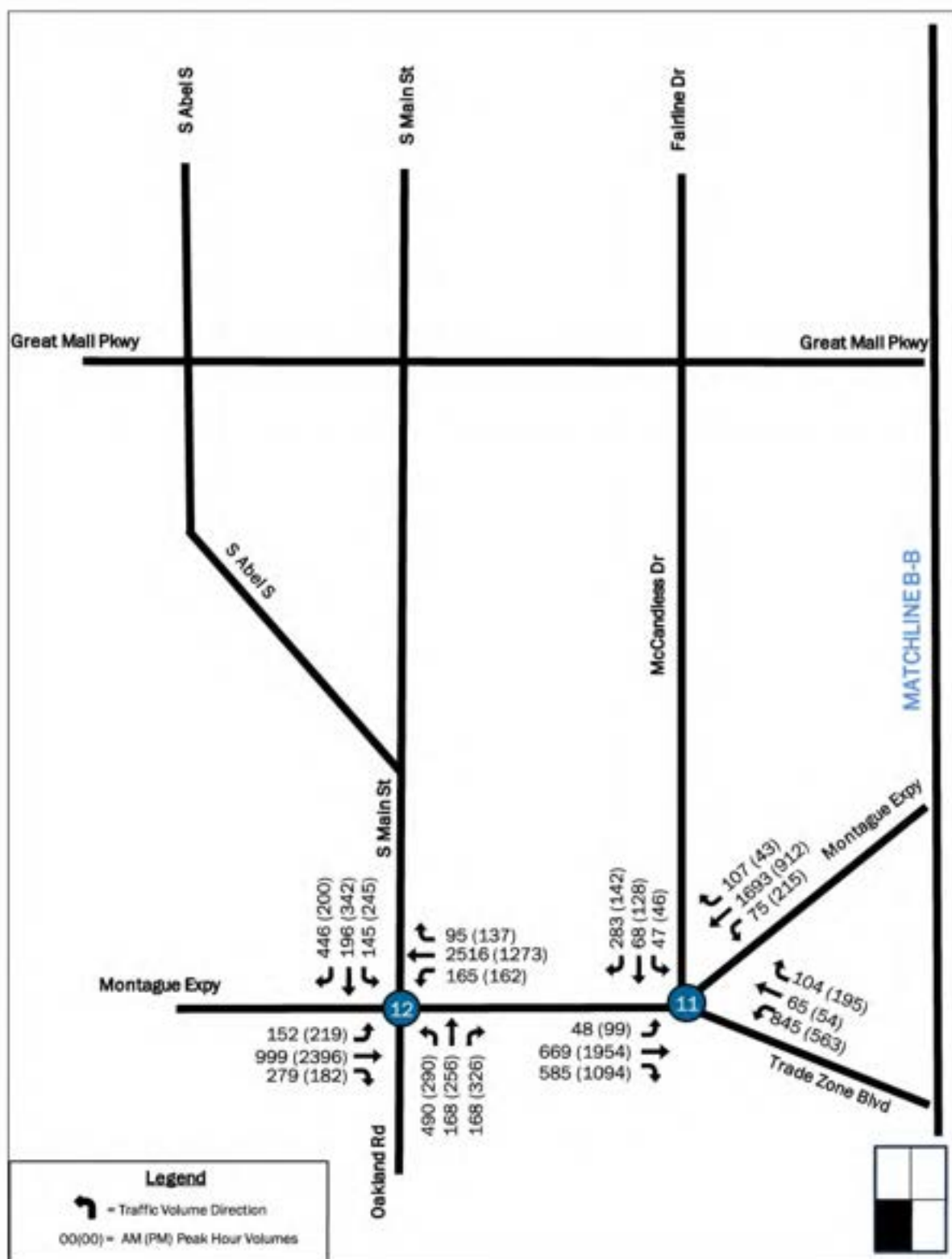


Figure 6: Figure 5: Existing Traffic Volumes 3

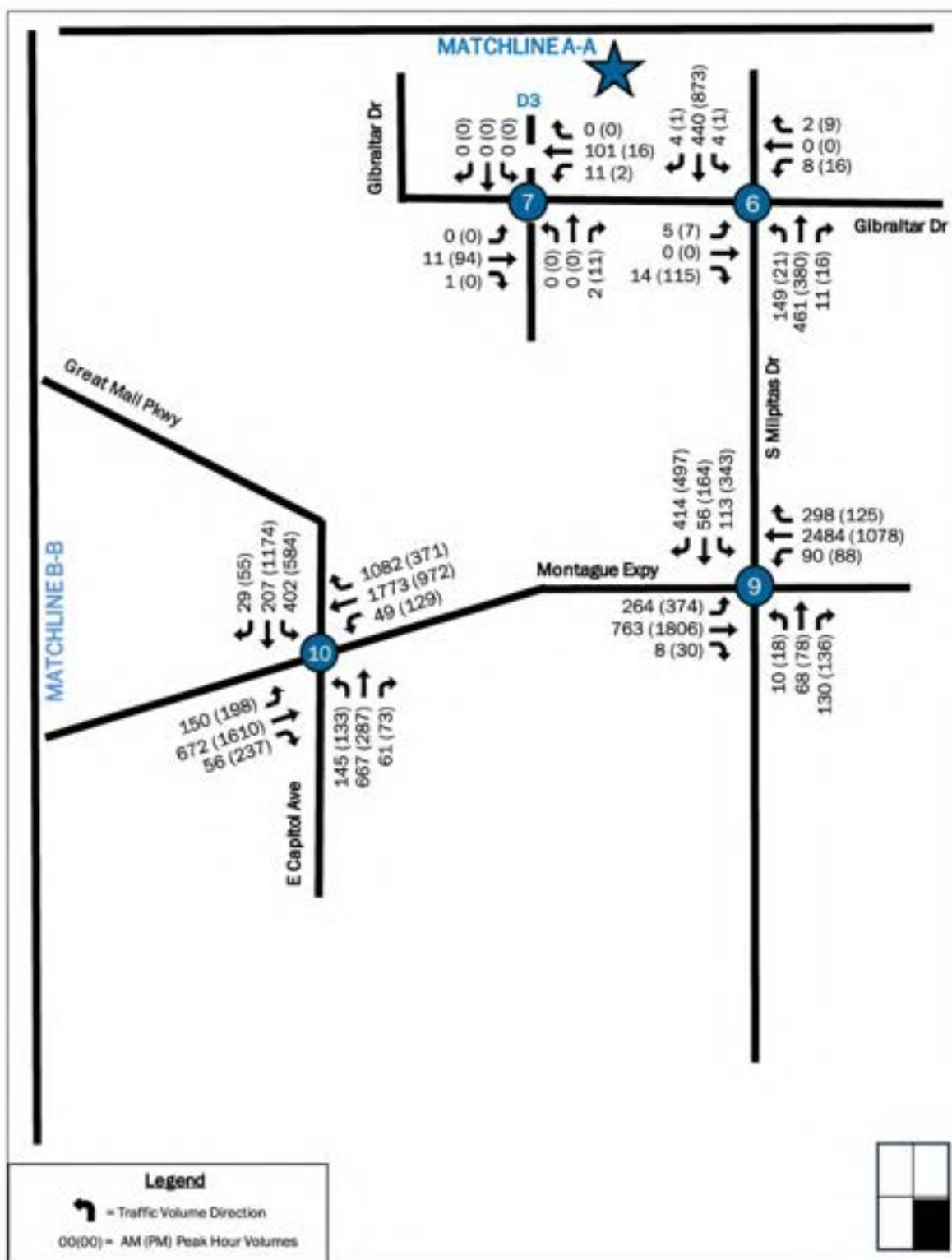


Table 1: Existing (2024) Intersection Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	West Calaveras Boulevard & South Abel Street	Signal	Overall	D	49.3	F	108.9
			EB	D	37.5	D	39.1
			WB	D	39.2	C	34.2
			NB	E	61.0	F	324.6
			SB	E	73.9	E	65.8
2	East Calaveras Boulevard & Milpitas Boulevard	Signal	Overall	D	37.6	D	39.3
			EB	C	31.9	D	38.8
			WB	D	38.7	D	37.7
			NB	D	40.6	D	40.7
			SB	D	40.4	D	42.3
3	South Milpitas Boulevard & Yosemite Drive	Signal	Overall	C	33.1	C	30.8
			EB	C	35.0	D	43.4
			WB	D	46.9	D	48.3
			NB	B	19.6	B	18.2
			SB	C	27.2	C	28.9
4	South Milpitas Boulevard & Ames Avenue/Driveway 1	Signal	Overall	A	5.7	A	6.6
			WB	D	45.0	D	42.4
			NB	A	2.8	A	3.7
			SB	A	4.9	A	3.8
5	South Milpitas Boulevard & Driveway 2	Stop-Control	NBL	A	8.4	A	0.0
			EB	A	0.0	A	0.0
6	South Milpitas Boulevard & Gibraltar Drive	Signal	Overall	B	14.8	A	7.0
			WB	F	113.1	F	110.1
			NB	B	18.6	A	6.6
			SB	A	7.2	A	4.2
7	Gibraltar Drive & Driveway 3	Stop-Control	NB	A	8.4	A	8.9
			WBL	A	7.3	A	7.5
9	South Milpitas Drive & Montague Expressway	Signal	Overall	E	79.5	E	79.7
			EB	E	56.1	E	56.6
			WB	E	77.8	E	55.9
			NB	E	66.8	E	67.4
			SB	F	134.5	F	164.1
10	Great Mall Parkway/East Capitol Avenue & Montague Expressway	Signal	Overall	F	92.3	E	72.3
			EB	D	44.1	D	45.9
			WB	F	93.1	D	45.3
			NB	F	122.1	F	118.0
			SB	F	112.8	F	111.0

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
11	Montague Expressway & McCandless Drive/Trade Center Boulevard	Signal	Overall	D	49.4	E	71.3
			EB	B	16.6	F	86.8
			WB	B	16.1	C	26.1
			NB	F	160.8	E	75.6
			SB	E	68.5	E	67.3
12	Montague Expressway & South Main Street/Oakland Road	Signal	Overall	E	67.5	D	49.4
			EB	D	35.9	D	42.0
			WB	E	56.4	C	34.0
			NB	F	160.4	F	87.1
			SB	F	83.1	F	85.4

Based on the 2024 analysis results, the following intersections exhibit an overall LOS E or worse during the AM and/or PM peak hours.

- West Calaveras Boulevard and South Abel Street (CMP)
- South Milpitas Drive and Montague Expressway (CMP)
- Great Mall Parkway/East Capitol Avenue and Montague Expressway (CMP)
- Montague Expressway and McCandless Drive/Trade Center Boulevard (CMP)
- Montague Expressway and South Main Street/Oakland Road (CMP)

Additionally, South Milpitas Boulevard and Gibraltar Drive exhibits an LOS F on the westbound approach during both the AM and PM peak hour. Additionally, the westbound approach at the South Milpitas Boulevard and Gibraltar Drive intersection operates at LOS F during both the AM and PM peak hours.

Table 2: Existing (2024) Queuing Analysis

ID	Intersection	Control	Movement	Storage Length	95th % Queue Length (FT)	
					AM	PM
1	West Calaveras Boulevard & South Abel Street	Signal	EBL	245	184	195
			EBT	-	239	559
			EBR	-	0	0
			WBL	250	391	265
			WBT	-	552	256
			WBR	-	24	43
			NBL	230	53	74
			NBT	-	144	170
			NBR	285	75	506
			SBL	285	215	303
			SBT	-	184	122
			SBR	285	95	62
2	East Calaveras Boulevard & Milpitas Boulevard	Signal	EBL	460	102	187
			EBT	-	167	483
			EBR	200	65	288
			WBL	215	105	144
			WBT	-	549	288
			WBR	270	80	57
			NBL	215	163	150
			NBT	-	104	128
			NBR	185	0	34
			SBL	215	73	101
			SBT	-	110	156
			SBR	-	80	68
3	South Milpitas Boulevard & Yosemite Drive	Signal	EBL	-	16	49
			EBT	-	15	48
			WBL	-	253	214
			WBT	-	105	63
			NBL	170	24	0
			NBT	-	121	131
			SBL	250	174	302
			SBT	-	73	104
4	South Milpitas Boulevard & Ames Avenue/Driveway 1	Signal	WBT	-	17	60
			NBT	-	68	68
			SBL	140	46	37
			SBT	-	28	81

ID	Intersection	Control	Movement	Storage Length	95th % Queue Length (FT)	
					AM	PM
5	South Milpitas Boulevard & Driveway 2	Stop-Control	NBL	-	0	0
			NBT	-	0	0
			EBL	-	0	0
			SBT	-	0	0
6	South Milpitas Boulevard & Gibraltar Drive	Signal	EBL	100	19	22
			EBR	-	0	61
			WBT	-	0	0
			NBL	130	203	48
			NBT	-	101	92
			SBL	75	17	7
			SBT	-	343	741
			SBR	-	0	0
7	Gibraltar Drive & Driveway 3	Stop-Control	EBL	-	0	0
			EBT	-	0	0
			WBL	-	0	0
			WBT	-	0	0
			NBL	-	0	0
			SBL	-	0	0
			SBT	-	0	0
8	South Milpitas Drive & Montague Expressway	Stop-Control	WBL	-	0	0
			NBT	-	0	0
			SBL	-	0	0
			SBL	-	0	0
9	South Milpitas Drive & Montague Expressway	Signal	EBL	600	269	359
			EBT	-	254	676
			WBL	300	110	107
			WBT	-	1323	410
			WBR	200	343	86
			NBL	185	21	28
			NBT	-	83	89
			SBL	215	128	395
			SBT	-	60	145
			SBR	215	179	325

ID	Intersection	Control	Movement	Storage Length	95th % Queue Length (FT)	
					AM	PM
10	Great Mall Parkway/East Capitol Avenue & Montague Expressway	Signal	EBL	680	191	237
			EBT	-	227	656
			EBR	385	6	123
			WBL	400	78	167
			WBT	-	759	379
			WBR	240	2234	236
			NBL	350	187	170
			NBT	-	490	208
			NBR	385	0	4
			SBL	365	444	626
			SBT	-	138	775
			SBR	-	0	9
11	Montague Expressway & McCandless Drive/Trade Center Boulevard	Signal	EBL	190	86	148
			EBT	-	187	786
			EBR	230	76	1212
			WBL	250	120	270
			WBT	-	560	233
			WBR	-	42	0
			NBL	175	313	225
			NBT	-	369	270
			NBR	-	49	71
			SBL	170	56	62
			SBT	-	88	164
			SBR	165	81	63
12	Montague Expressway & South Main Street/Oakland Road	Signal	EBL	190	144	186
			EBT	-	347	1110
			EBR	230	53	120
			WBL	250	155	146
			WBT	-	1400	449
			WBR	-	46	61
			NBL	175	534	240
			NBT	-	145	210
			NBR	-	76	265
			SBL	170	141	205
			SBT	-	173	276
			SBR	165	716	83

Queuing at the following intersections, highlighted in red in Table 2, has exceeded the storage length provided. The non-CMP intersections are bolded for reference.

- West Calaveras Boulevard & South Abel Street: The westbound left, northbound right, and southbound left have exceeded the storage length provided during the AM and/or PM peak hour.
- E Calaveras Boulevard & Milpitas Boulevard: The eastbound right has exceeded the storage length provided during the PM peak hour.
- **S Milpitas Boulevard & Yosemite Drive**: The southbound left has exceeded the storage length provided during the PM peak hour.
- **South Milpitas Boulevard & Gibraltar Drive**: The northbound left has exceeded the storage length provided during the AM peak hour.
- South Milpitas Drive & Montague Expressway: The westbound right and southbound left have exceeded the storage length provided during the AM and/or PM peak hour.
- Montague Expressway & McCandless Drive/Trade Center Boulevard: The eastbound right, westbound left, and northbound left have exceeded the storage length provided during the AM and/or PM peak hour.
- Montague Expressway & South Main Street/Oakland Road: The northbound left, southbound left, and southbound right have exceeded the storage length provided during the AM and/or PM peak hour.

C. Development Site Traffic

C.1. Trip Generation

The delivery center is a specialized warehouse that stores a wide range of everyday consumer goods, enabling same-day delivery. They serve as the critical last-mile link between a tenant's delivery operations and their customers. Packages are dispatched to residential developments within a four-hour delivery window, using private carrier vehicles. Deliveries begin as early as 3:00 AM and continue throughout the day, with intentional pauses during peak AM and PM Peak traffic hours to minimize impacts to local roadways and avoid congestion.

At the proposed delivery center, up to 15 line-haul trucks are expected to deliver packages to the delivery center each day. The line-haul trucks will arrive at the site between the hours of 10:00 PM and 8:00 AM. Trucks enter the site via South Milpitas Boulevard on the east side of the building and exit the site on Gibraltar Drive. Once trucks are unloaded, the trucks continue to the next center and do not return to the site. The customer shipments are sorted by address groupings, assigned to the delivery routes, placed onto movable racks, and staged for dispatch. Table 3 summarizes the types of trips.

Table 3: Project Trip Generation - Traffic Volume by Vehicle Type

Traffic	Number of Vehicles	Daily Trips
Auto - Employees	1,891	3,782
Line-Haul Trucks	15	30
Total	1,906	3,812

The 2026 Build Traffic Scenario accounts for the addition of the project site as a delivery center with a building footprint of 487,564 square feet. To estimate site-generated traffic volumes, CESO utilized trip generation data provided by the prospective tenant. These estimates were developed using inputs such as building size, land use, and site design, drawing from multiple sources including national operational data, industry standards, and professional engineering judgment.

The resulting trip generation, summarized in Table 4, reflects a more conservative estimate than that derived from ITE Land Use Code 150 (Warehousing) as published in the Institute of Transportation Engineers' Trip Generation Manual, 11th Edition. Trip volumes are categorized by vehicle type to reflect operational characteristics of the proposed facility.

Table 4: Project Trip Generation – Peak Hour Traffic Volume (User Specified Land Use Code)

Land Use		Total	Inbound	Outbound
Delivery Center (Vehicle Trips)	Daily	3,782	1,891	1,891
	AM	258	129	129
	PM	244	122	122
Delivery Center (Truck Trips)	Daily	30	15	15
	AM	2	2	0
	PM	1	0	1
Delivery Center (Total Net Trips)	Daily	3,812	1,906	1,906
	AM	260	131	129
	PM	245	122	123

C.2. Adjustments to Trip Generation Rates

Due to the nature of the development, no adjustments for pass-by or internal capture were considered for trips generated by the Project.

C.3. Trip Generation and Assignment

The proposed distribution center at 1000 Gibraltar Drive will receive merchandise from regional delivery and sortation centers located in Oakland and Tracy for last-mile delivery to customers within the Milpitas metropolitan area. Vehicle trip distribution for the site varies by mode, with passenger vehicles and delivery trucks following distinct travel patterns based on the anticipated trip schedules and designated routing.

As illustrated in Figures 7-14 general trip distribution percentages were derived from the previously approved 2020 Draft Local Transportation Analysis (LTA) for the 1000 Gibraltar Industrial Project and refined to reflect updated driveway usage and delivery destinations. According to Figure 7, delivery trucks will access the site exclusively via Intersection 4 (Project Driveway 1) and exit through Intersection 8 (Project Driveway 4), utilizing South Milpitas Boulevard for both ingress and egress.

Truck trip distribution is projected as follows:

- 50% via the south along S. Milpitas Boulevard to I-680
- 20% via the north along S. Milpitas Boulevard and Calaveras Boulevard
- 30% via the west along Montague Expressway toward I-880

Passenger vehicles will enter and exit through Intersections 5 (Driveway 2), 7 (Driveway 3), and 8 (Driveway 4). Car trip distribution is anticipated as follows:

- 30% from the south along S. Milpitas Boulevard toward I-680

- 30% from the north via S. Milpitas Boulevard and Calaveras Boulevard
- 40% from the west via Montague Expressway toward I-880

The net project development trips from the new trips expected from the anticipated trip distribution is depicted in Figures 15 – 23.

Figure 7: Trip Distribution Map (Trucks)

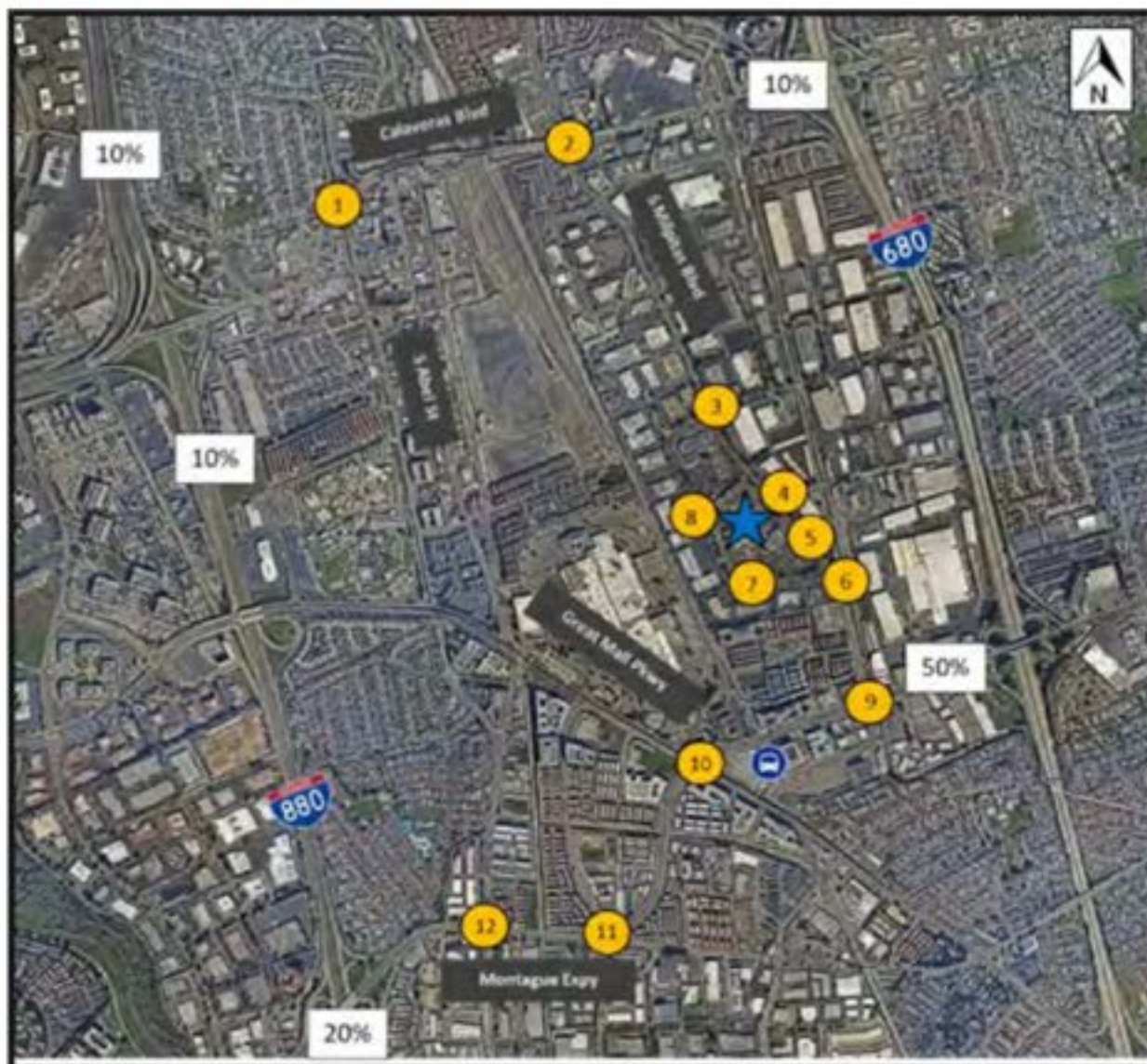


Figure 8: Trip Distribution Map (Cars)

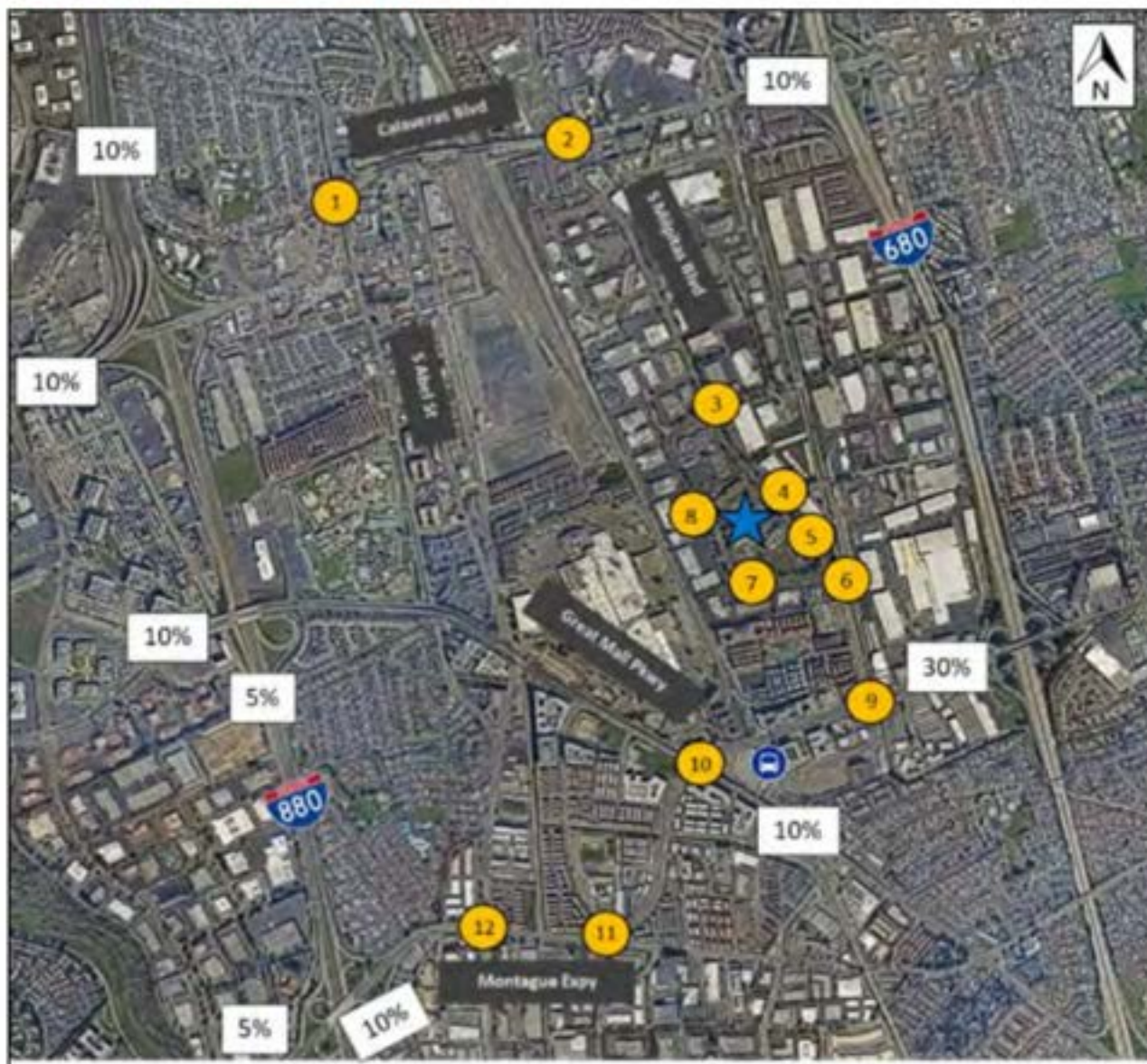


Figure 9: Trip Distribution Cars 1

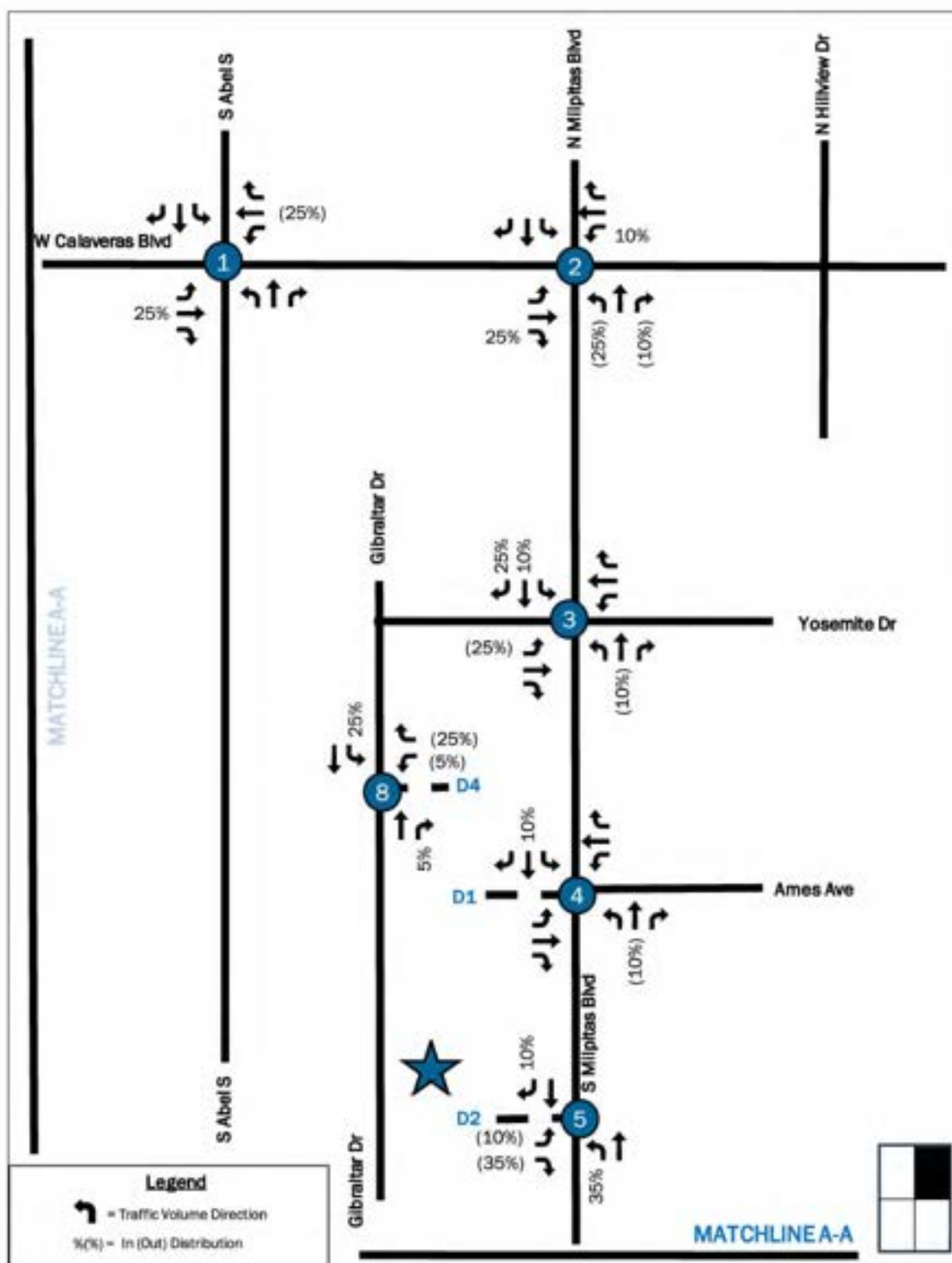


Figure 10: Trip Distribution Cars 2

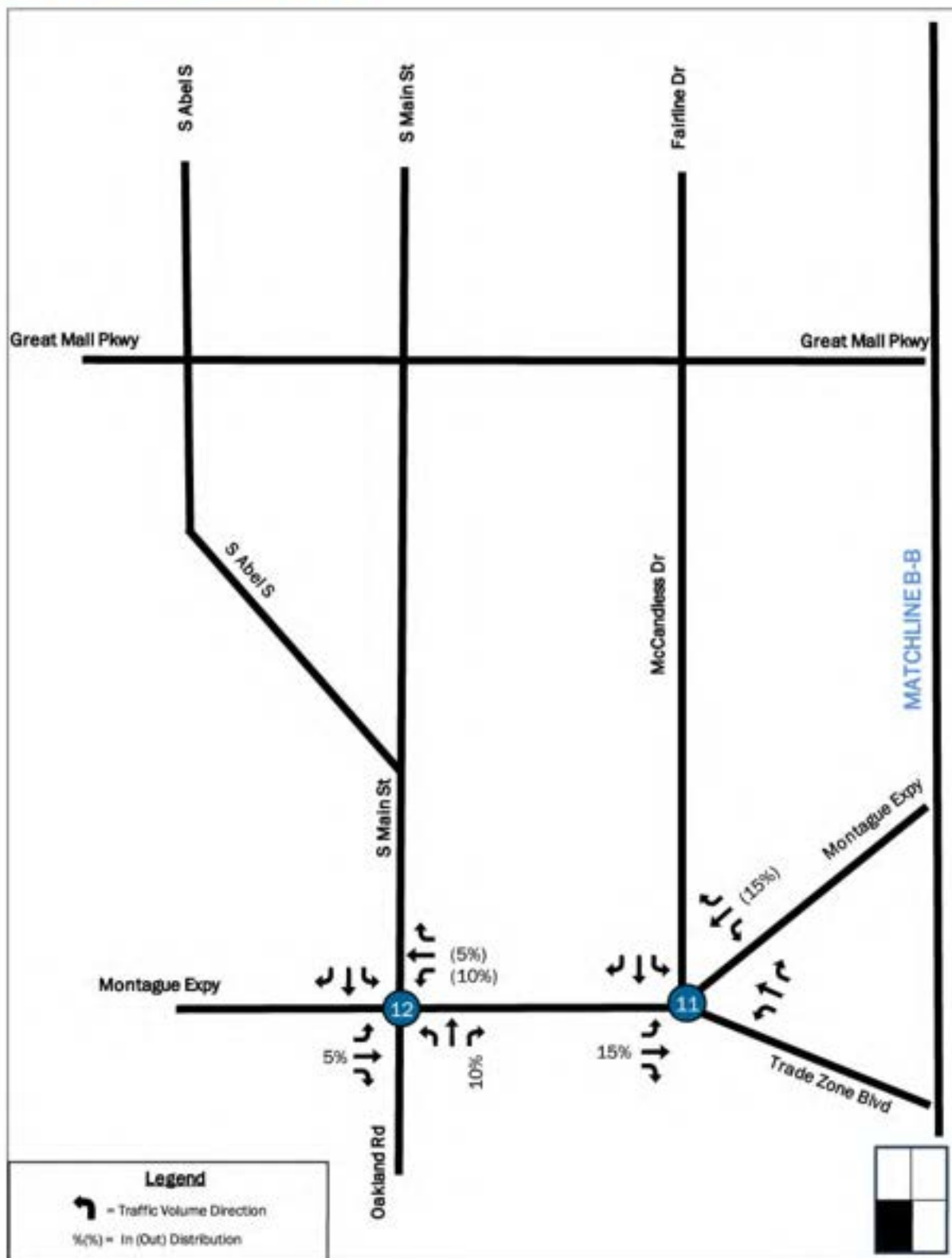


Figure 11: Trip Distribution Cars 3

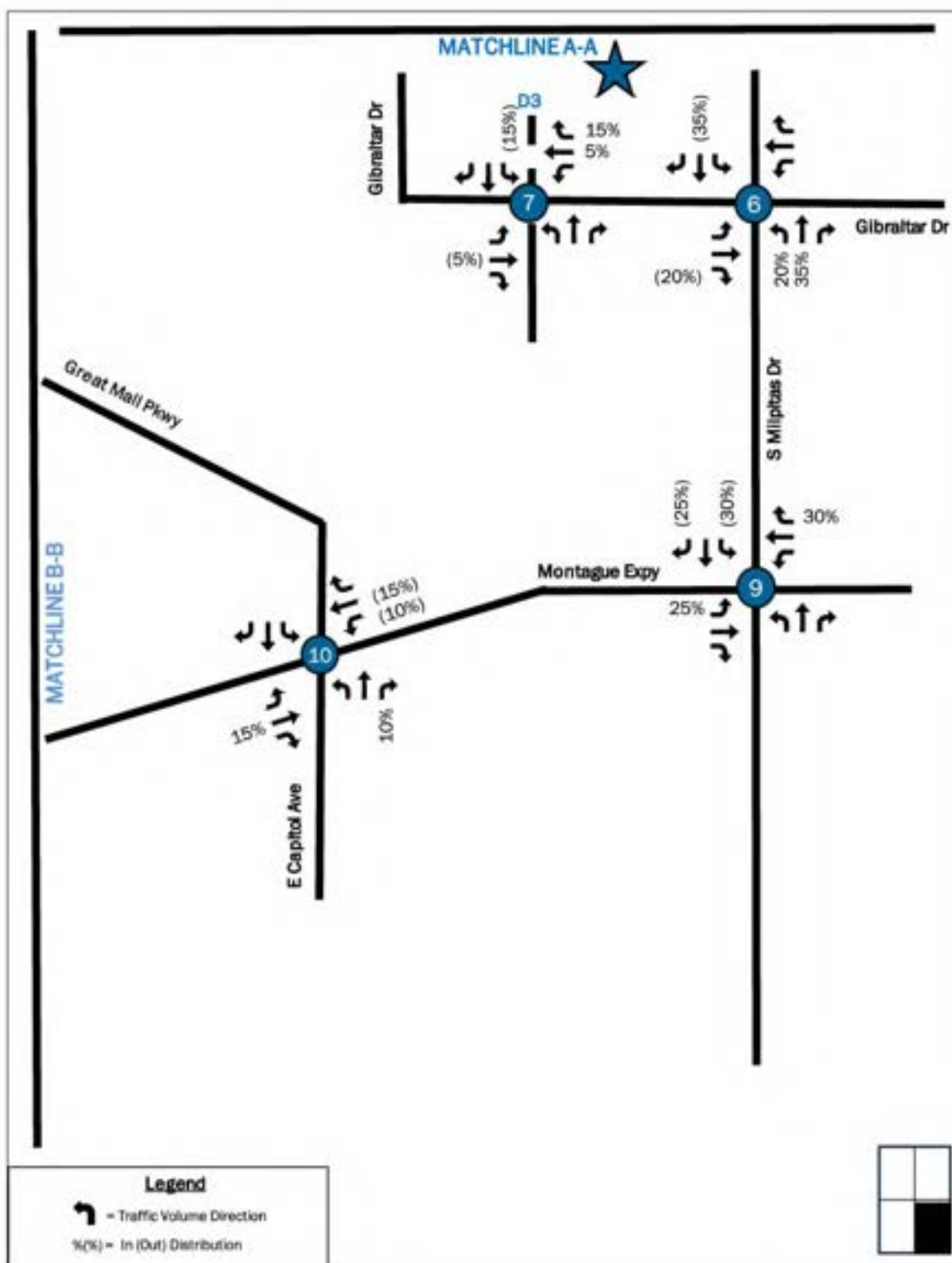


Figure 12: Trip Distribution Trucks 1

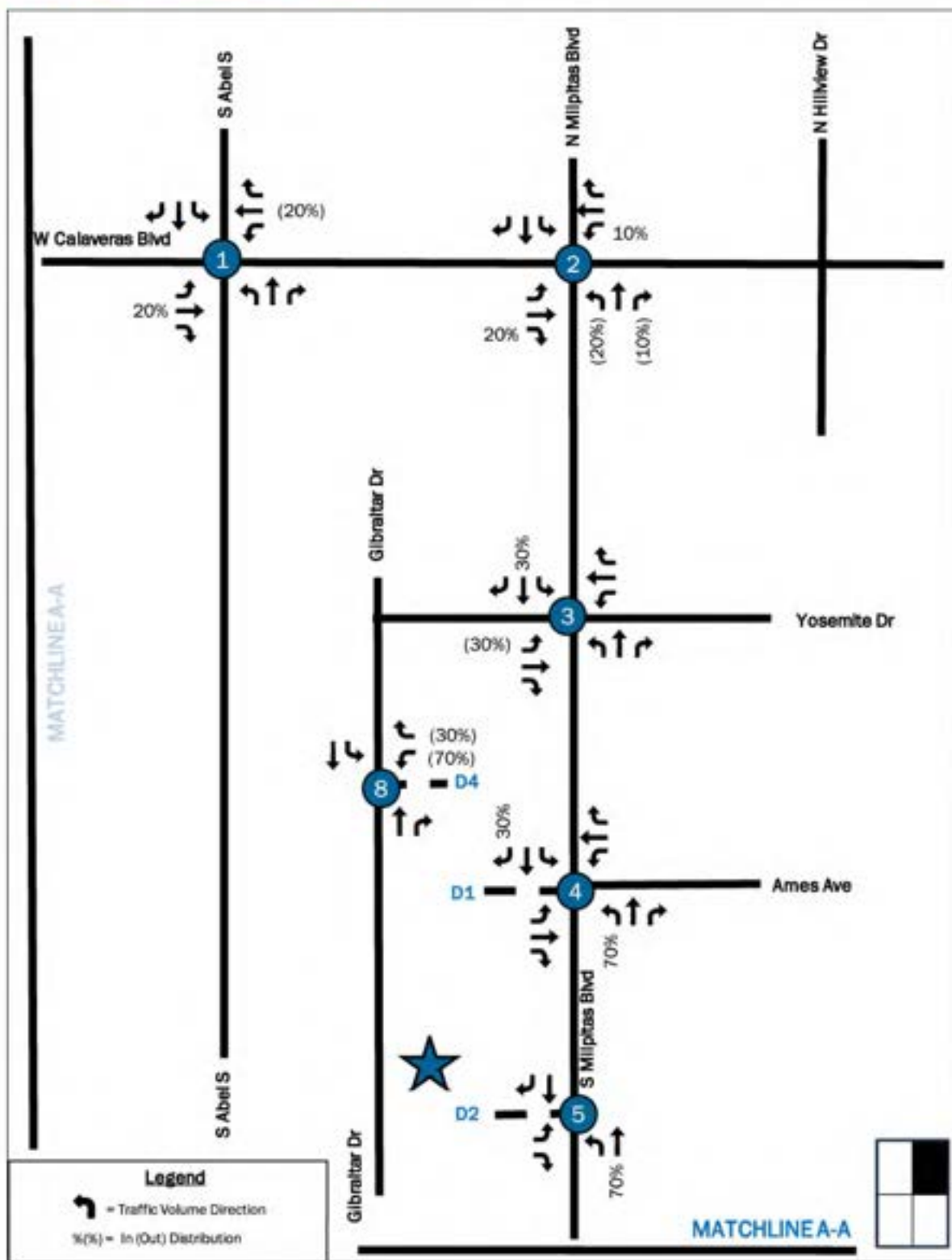


Figure 13: Trip Distribution Trucks 2

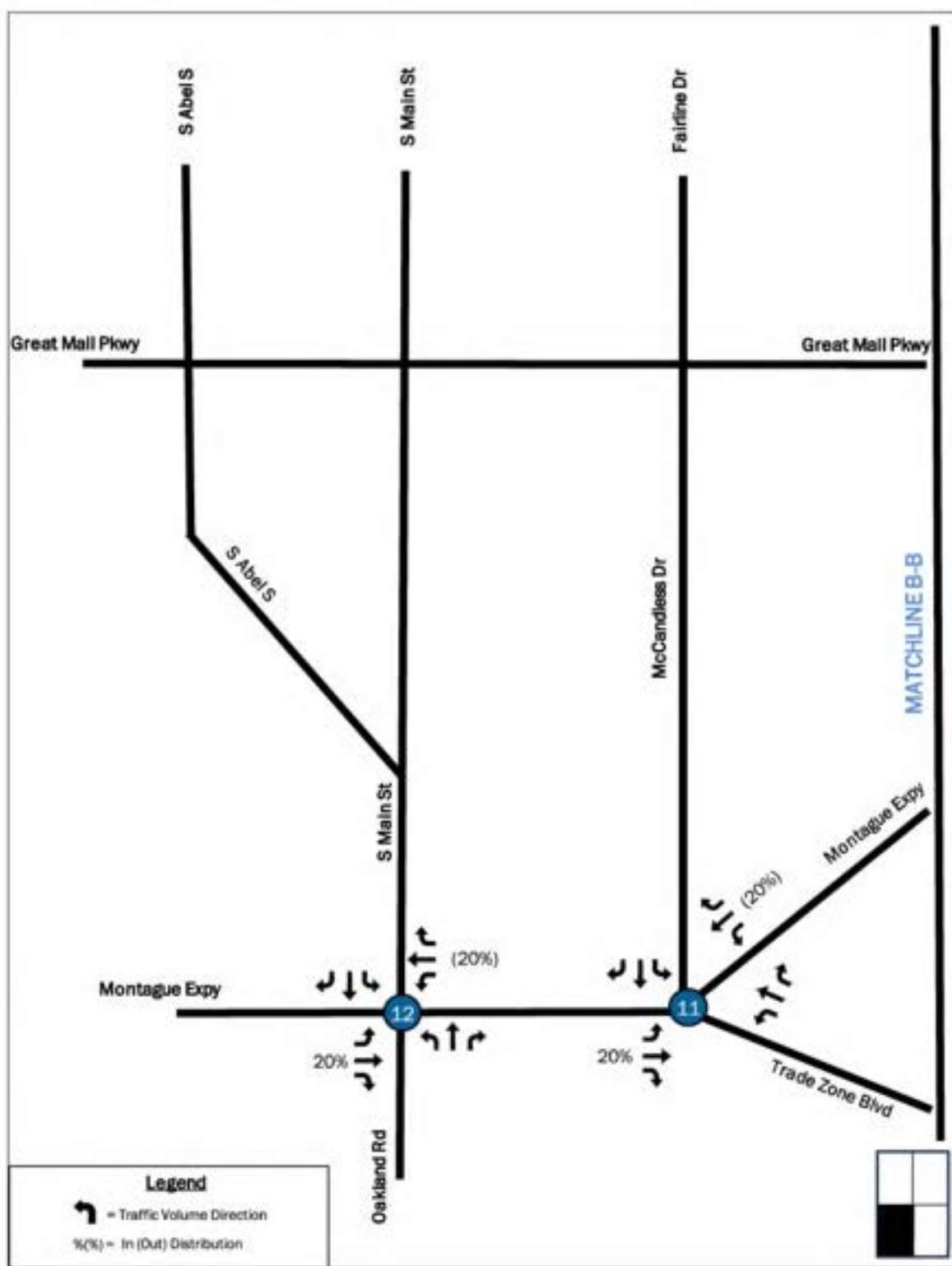


Figure 14: Trip Distribution Trucks 3

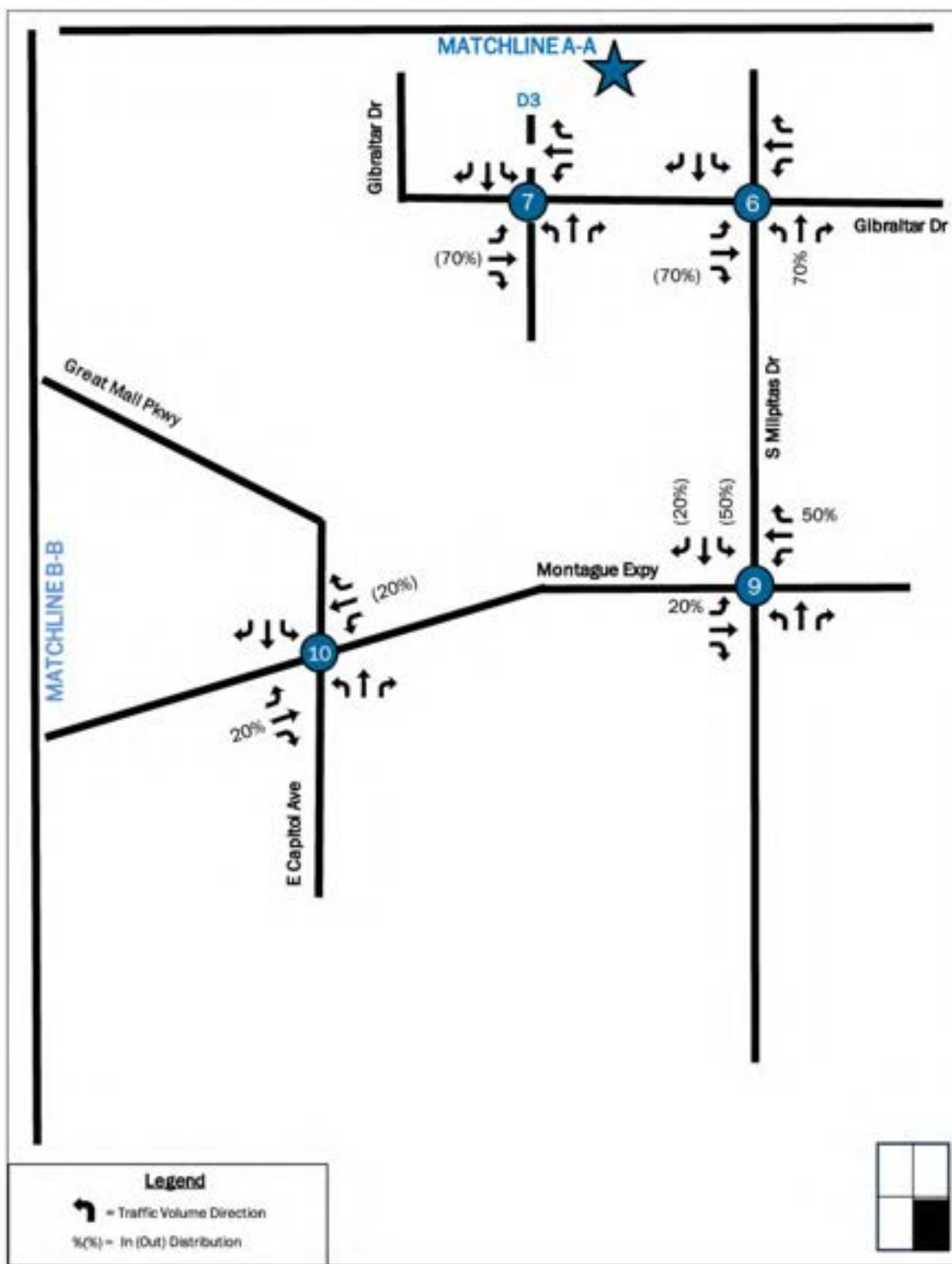


Figure 15: Project Site Trips (Cars) 1

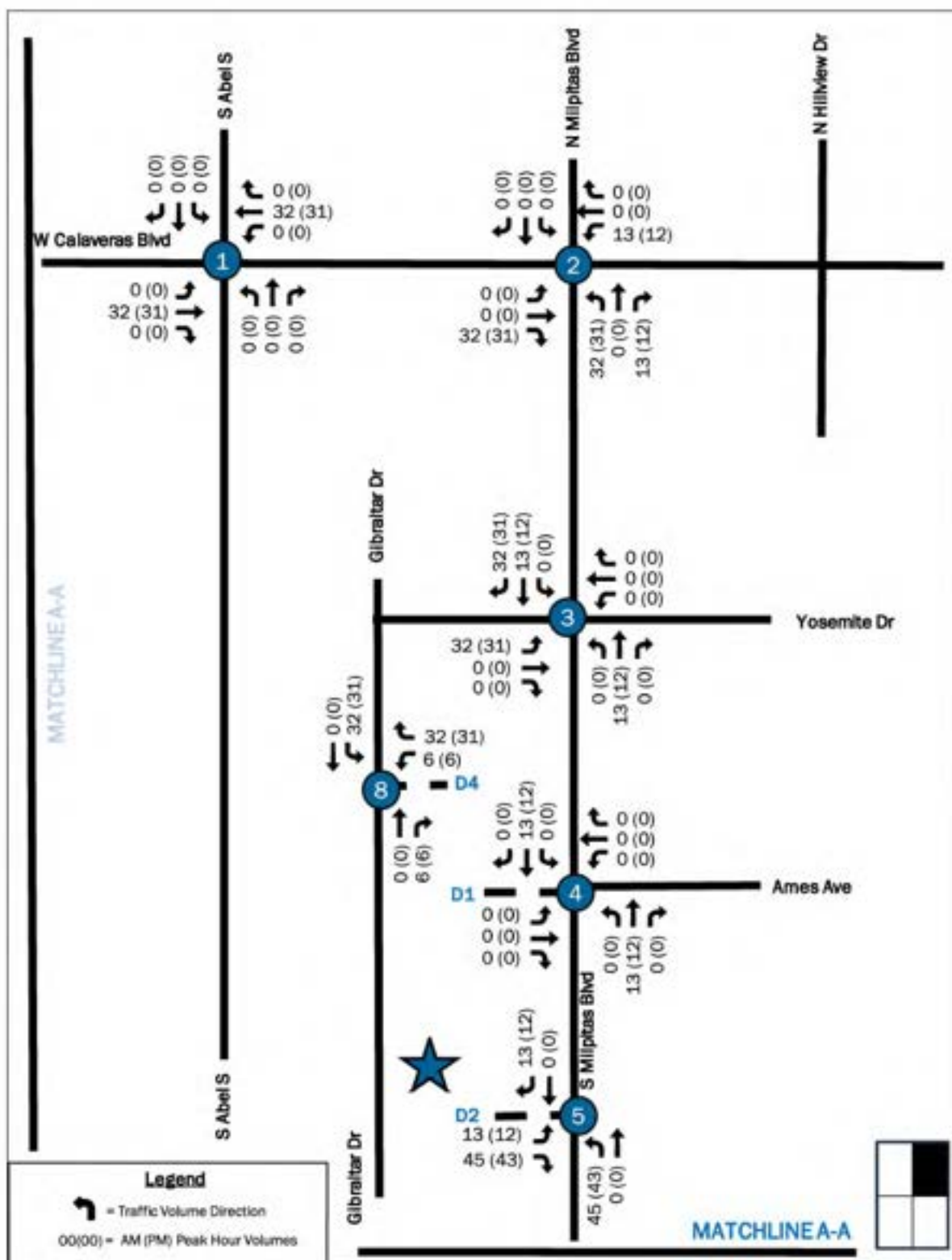


Figure 16: Project Site Trips (Cars) 2

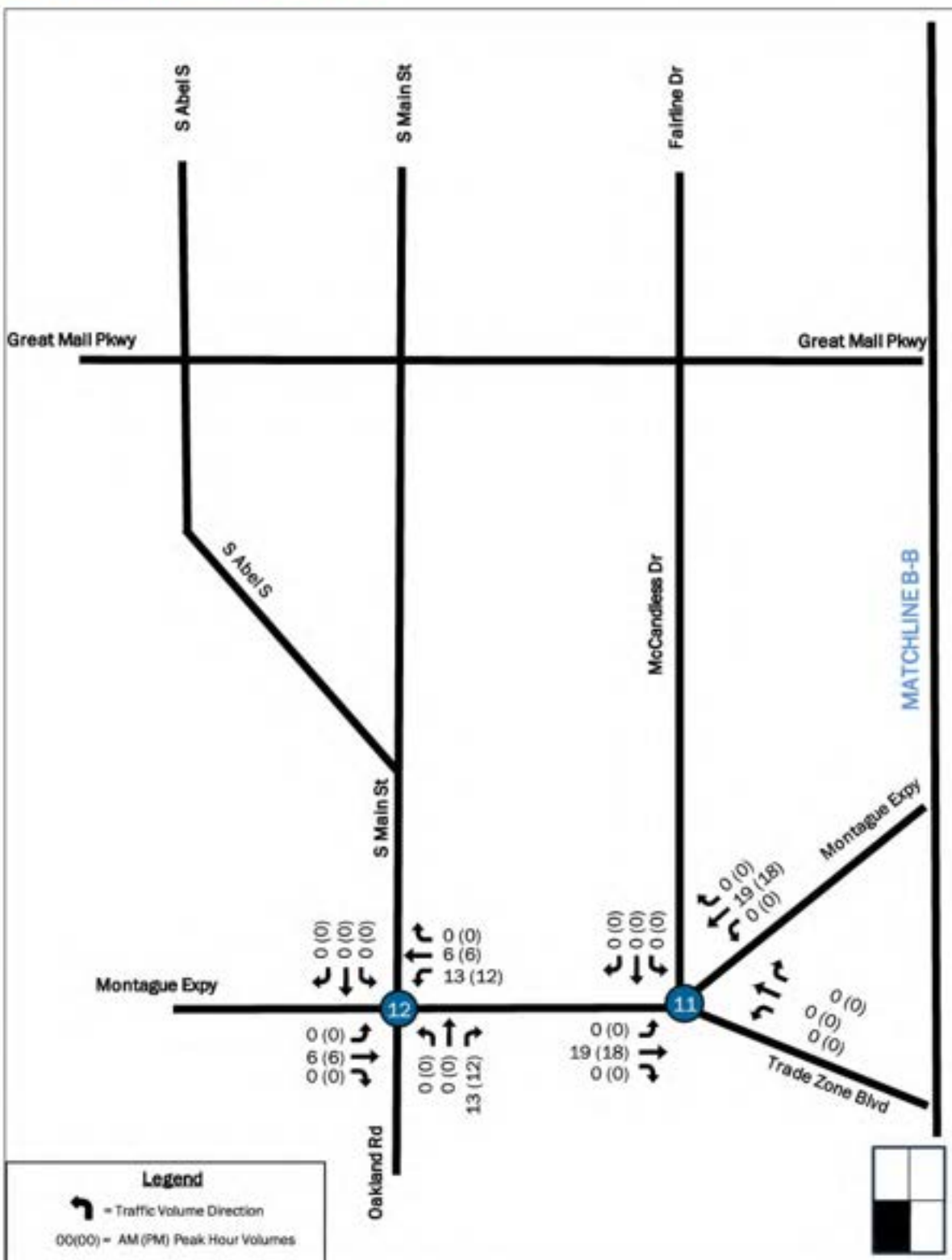


Figure 17: Project Site Trips (Cars) 3

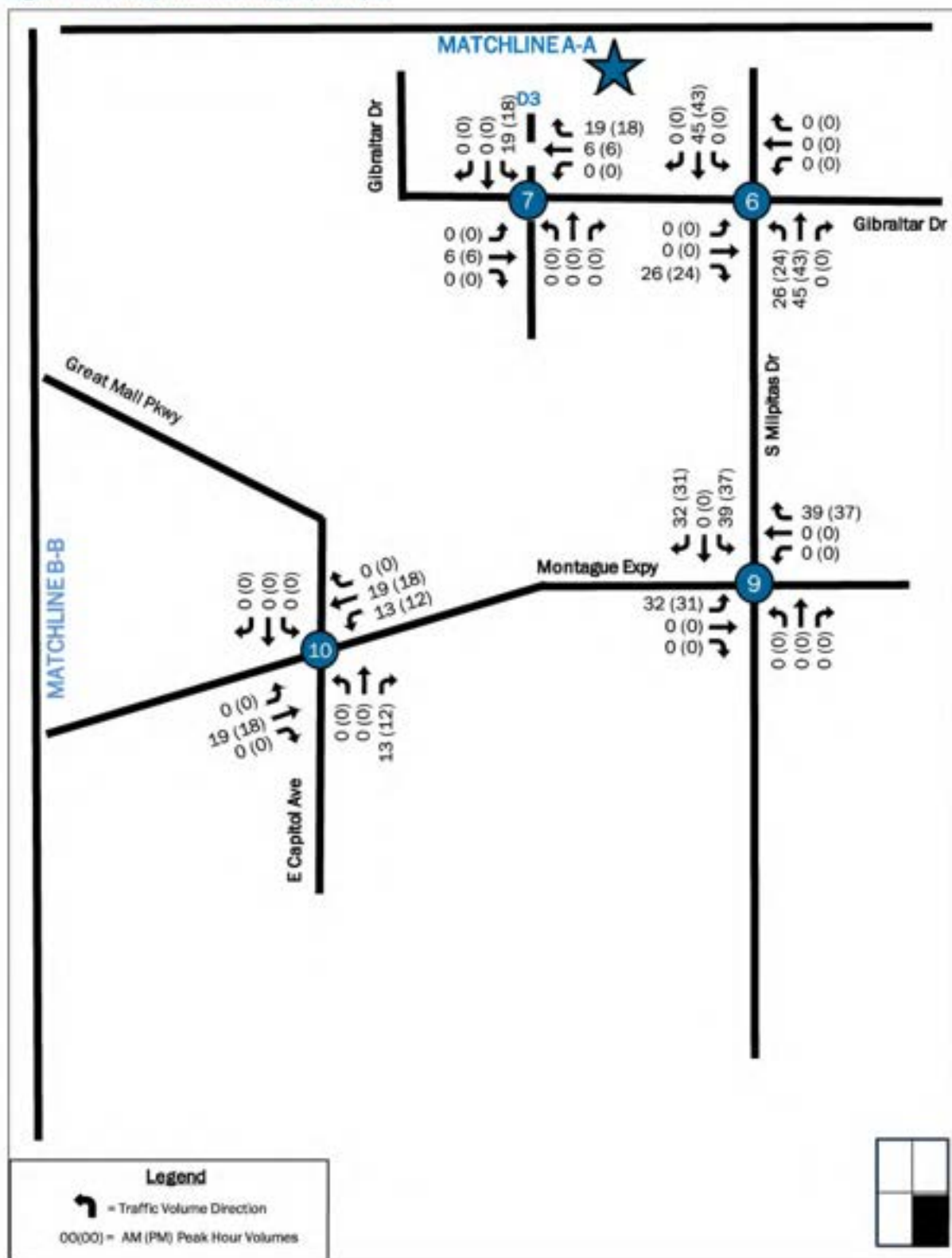


Figure 18: Project Site Trips (Trucks) 1

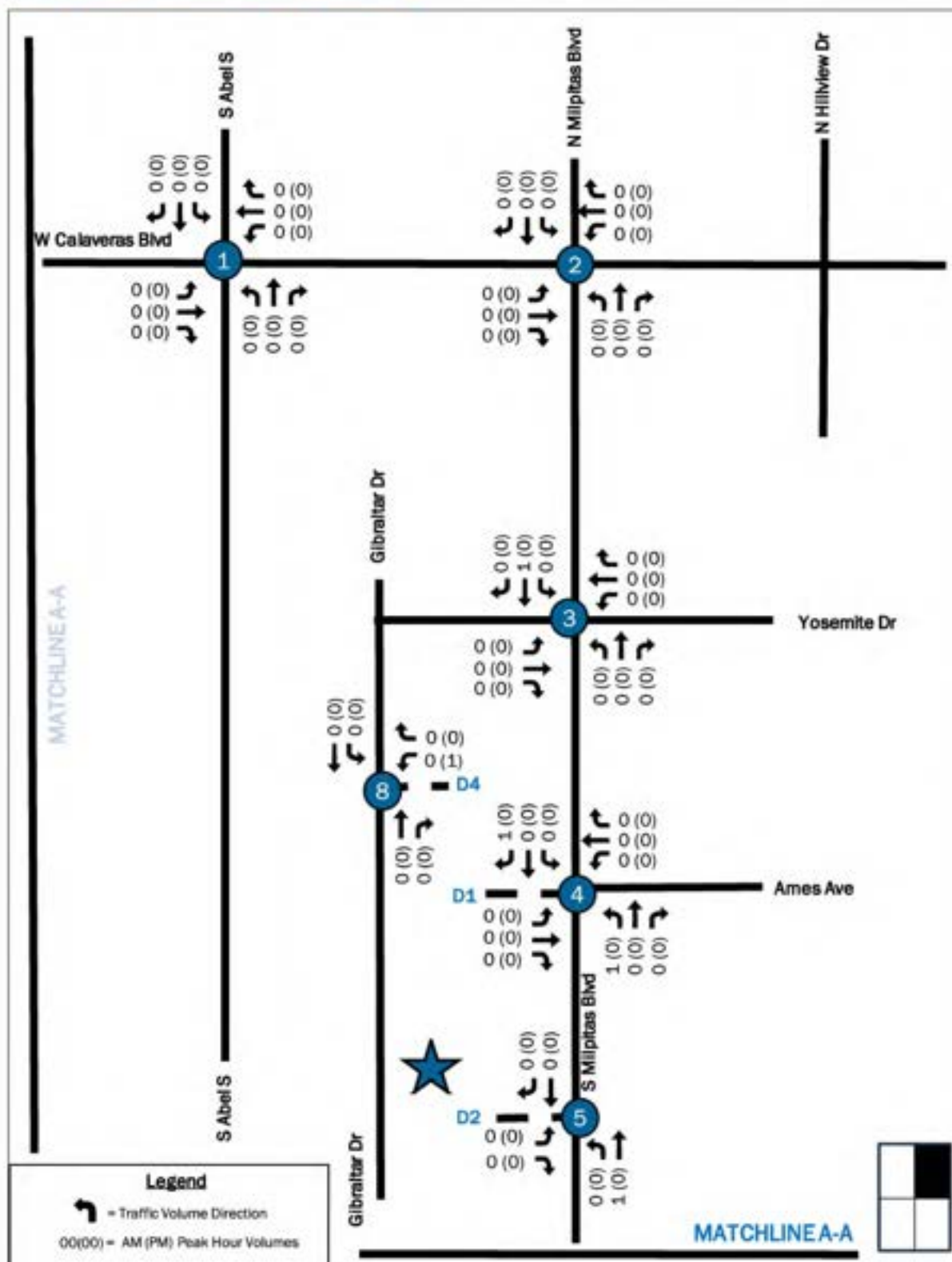


Figure 19: Project Site Trips (Trucks) 2

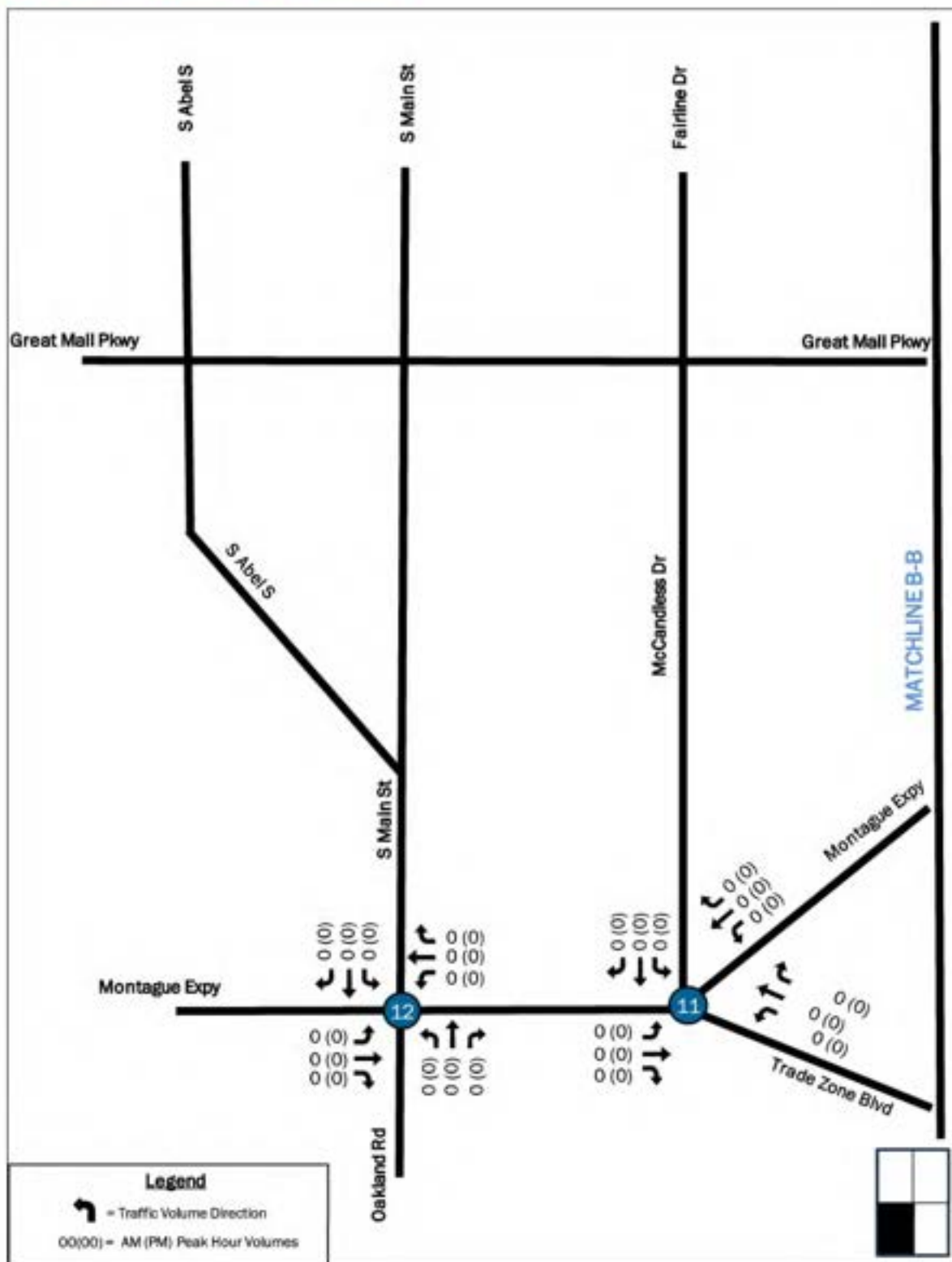


Figure 20: Project Site Trips (Trucks) 3

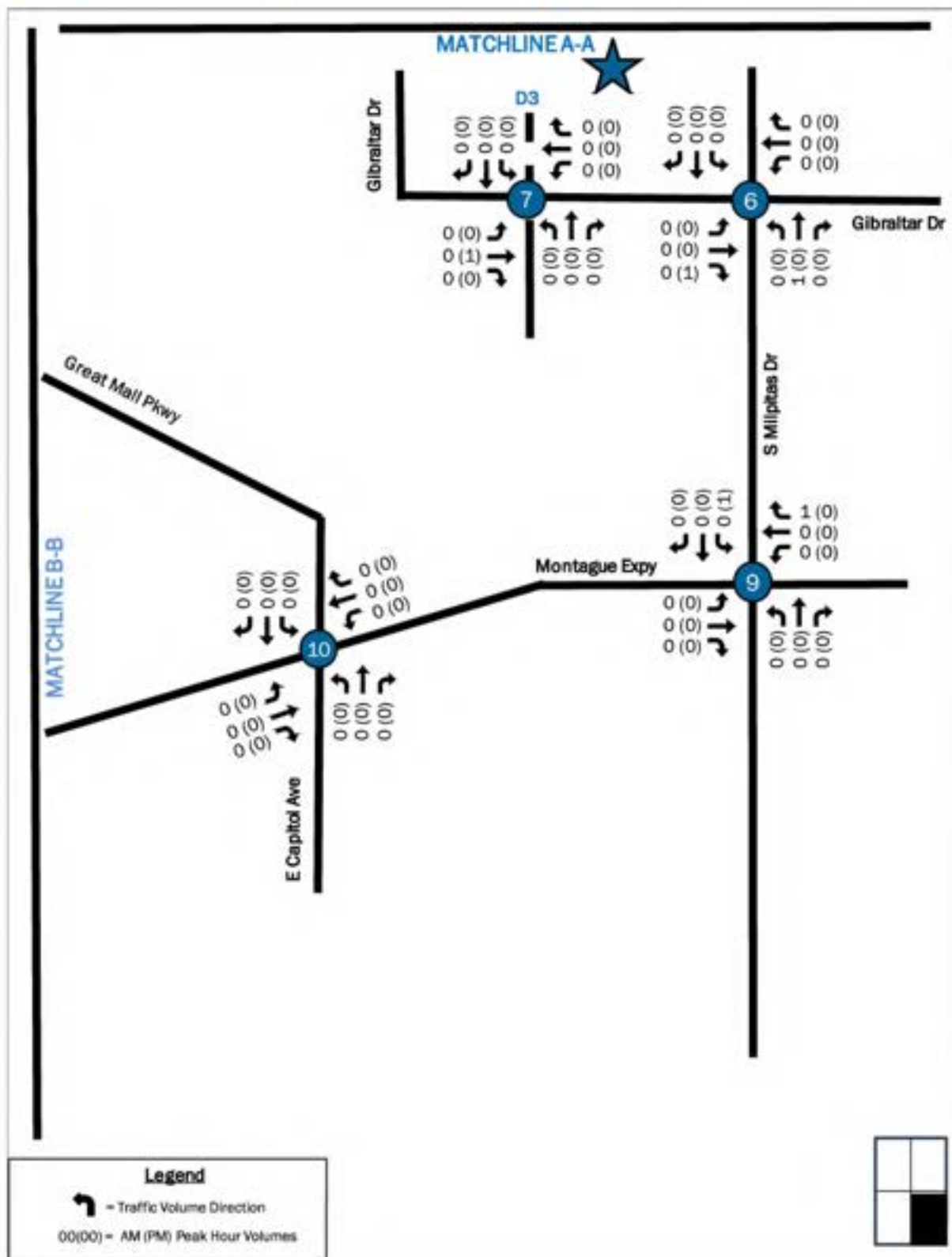


Figure 21: Project Site Trips (Cars & Trucks) 1

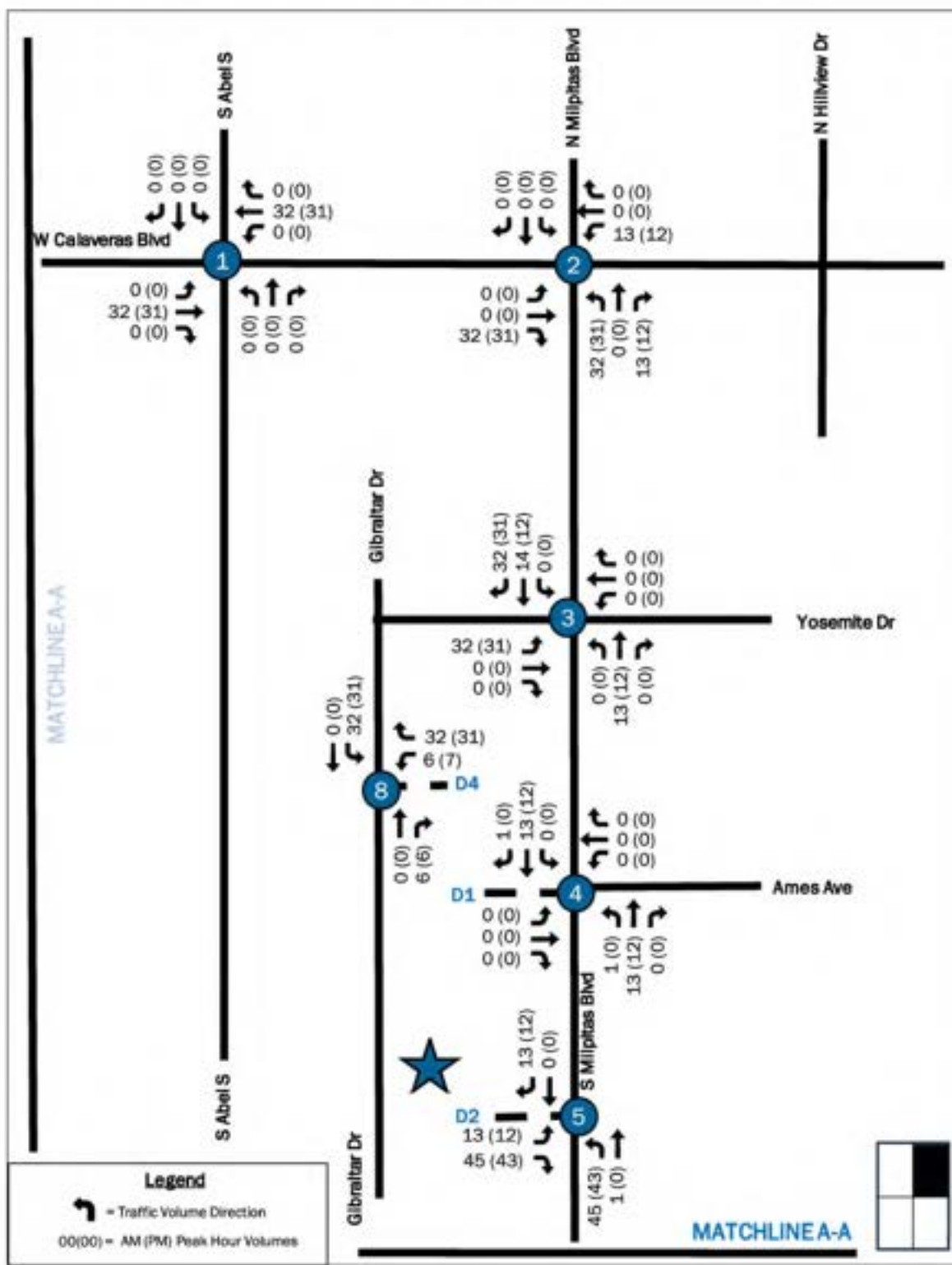


Figure 22: Project Site Trips (Cars & Trucks) 2

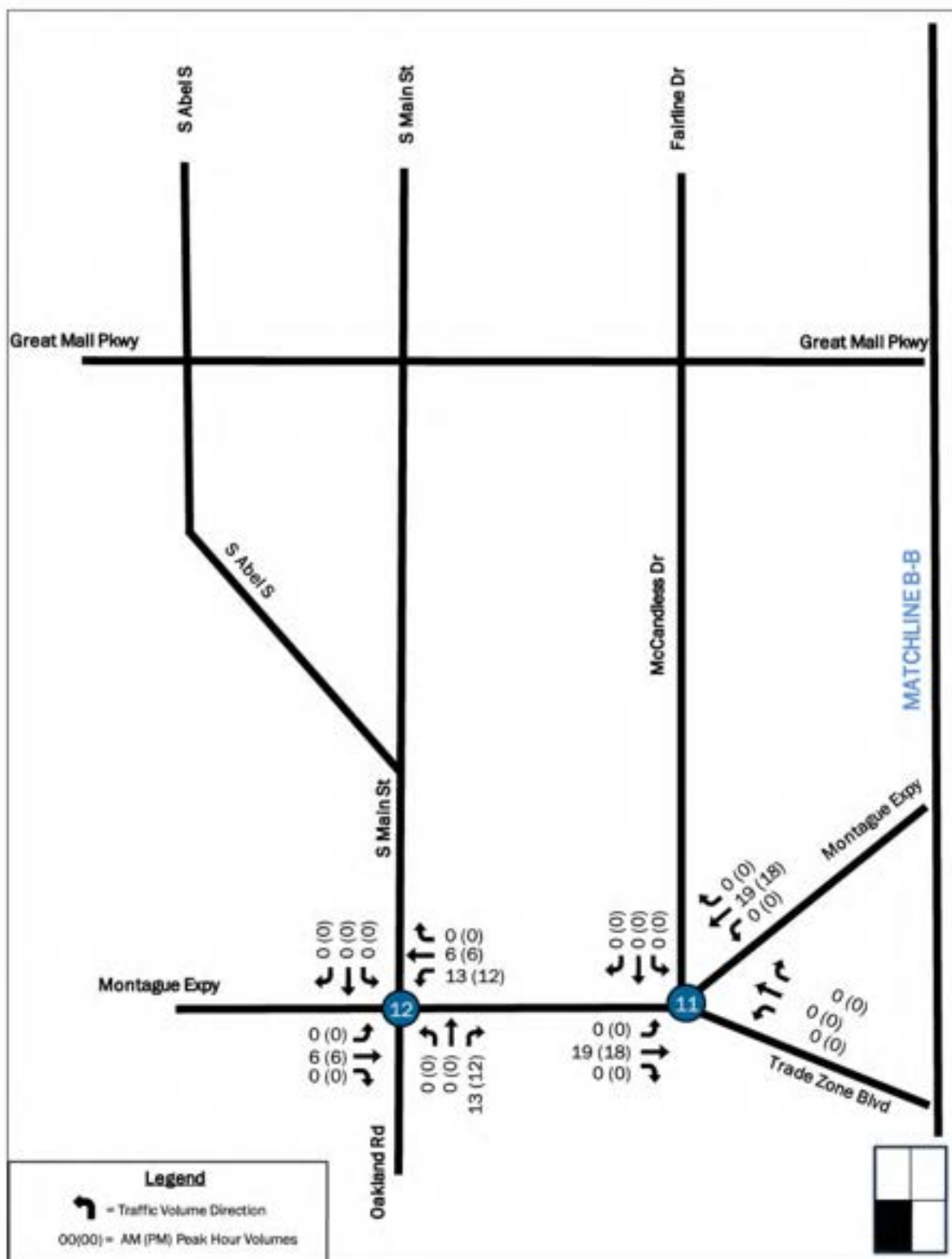
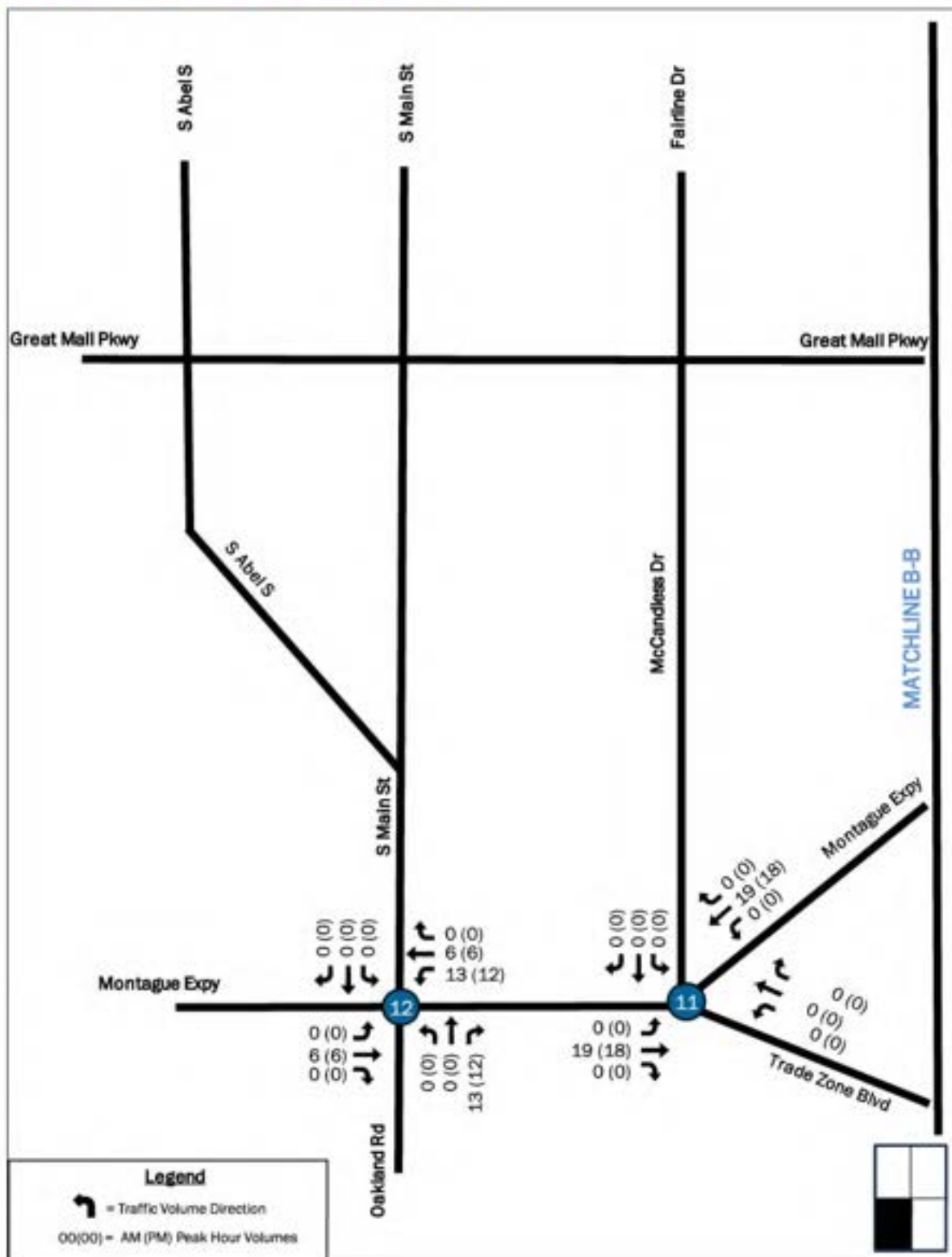


Figure 23: Project Site Trips (Cars & Trucks) 3



D. Future Traffic Conditions

D.1. Background Growth

Analysis of the area's historic development pattern, changes in nearby traffic volumes, and the anticipated completion of the Project was used to determine a growth rate for the study area's traffic. Project build-out is anticipated no later than 2026. The study uses a growth rate of 3.0% per year from Existing Year 2024 to the Horizon Year 2040. The growth rate was derived from a Project scoping memorandum based on the traffic growth patterns for the Project vicinity area. Growth rate calculations are included in Appendix B.

D.2. No Build Traffic Analysis Results

The results of the 2026 No-Build traffic capacity analysis are shown in Table 5 and represent volumes as shown in Figures 18 - 20. Future No-Build traffic volumes are demonstrated before any trips generated by the Project have been added. The City of Santa Milpitas considers LOS D as the performance standard for intersections (maintain LOS D or better). LOS E is coded as orange, and LOS F is coded as red in the Tables provided.

Figure 24: No Build (2026) Volumes 1

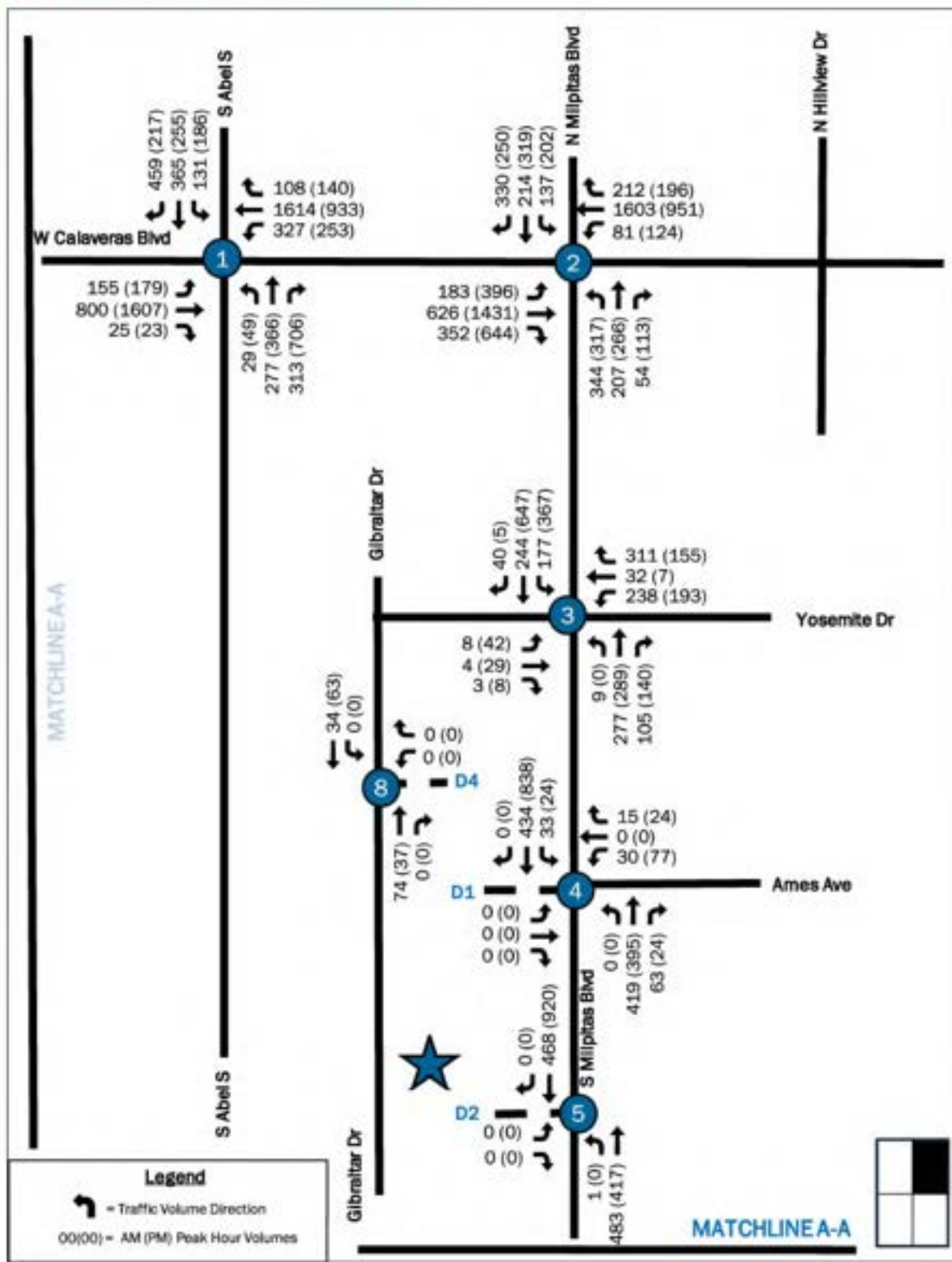


Figure 25: No Build (2026) Volumes 2

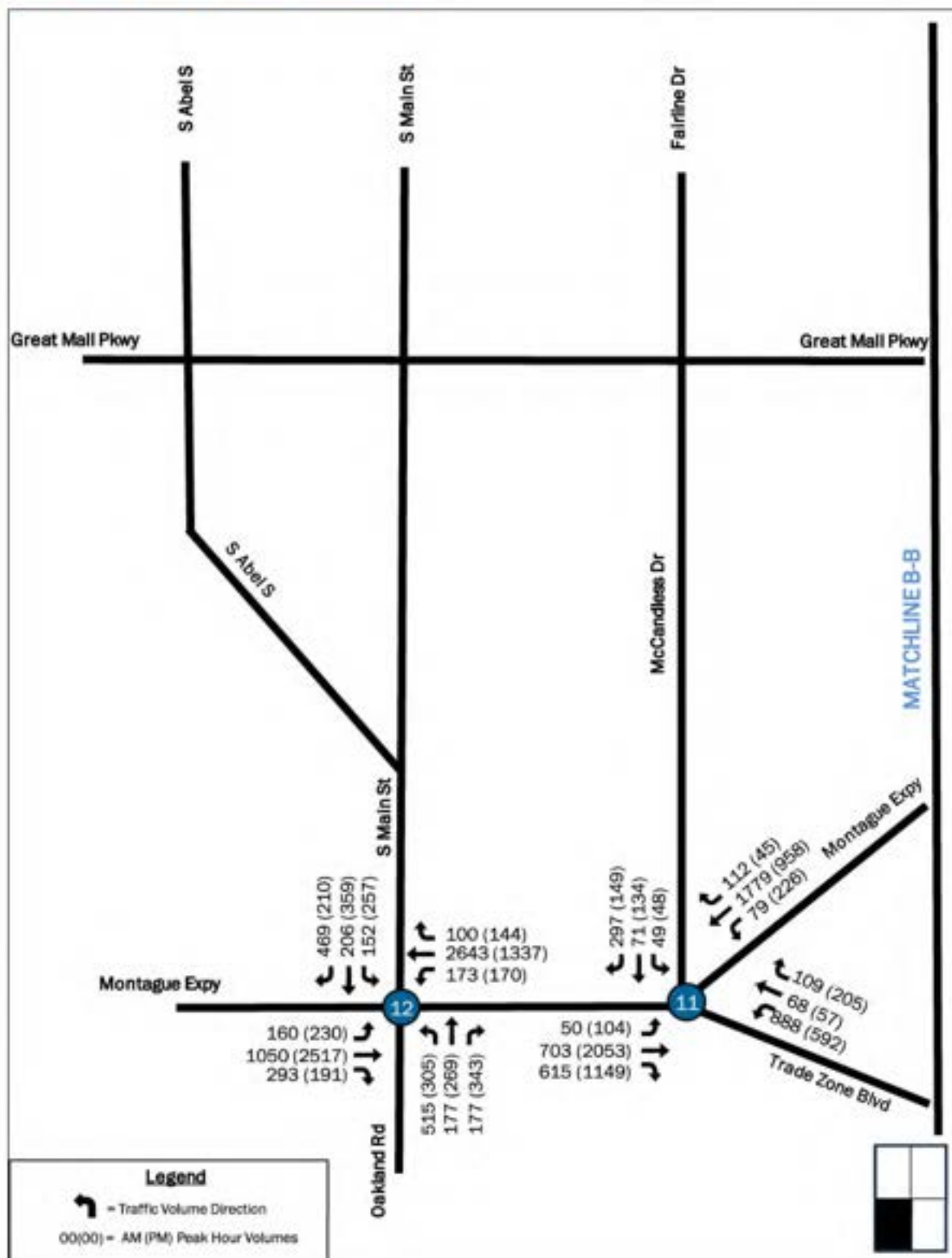


Figure 26: No Build (2026) Volumes 3

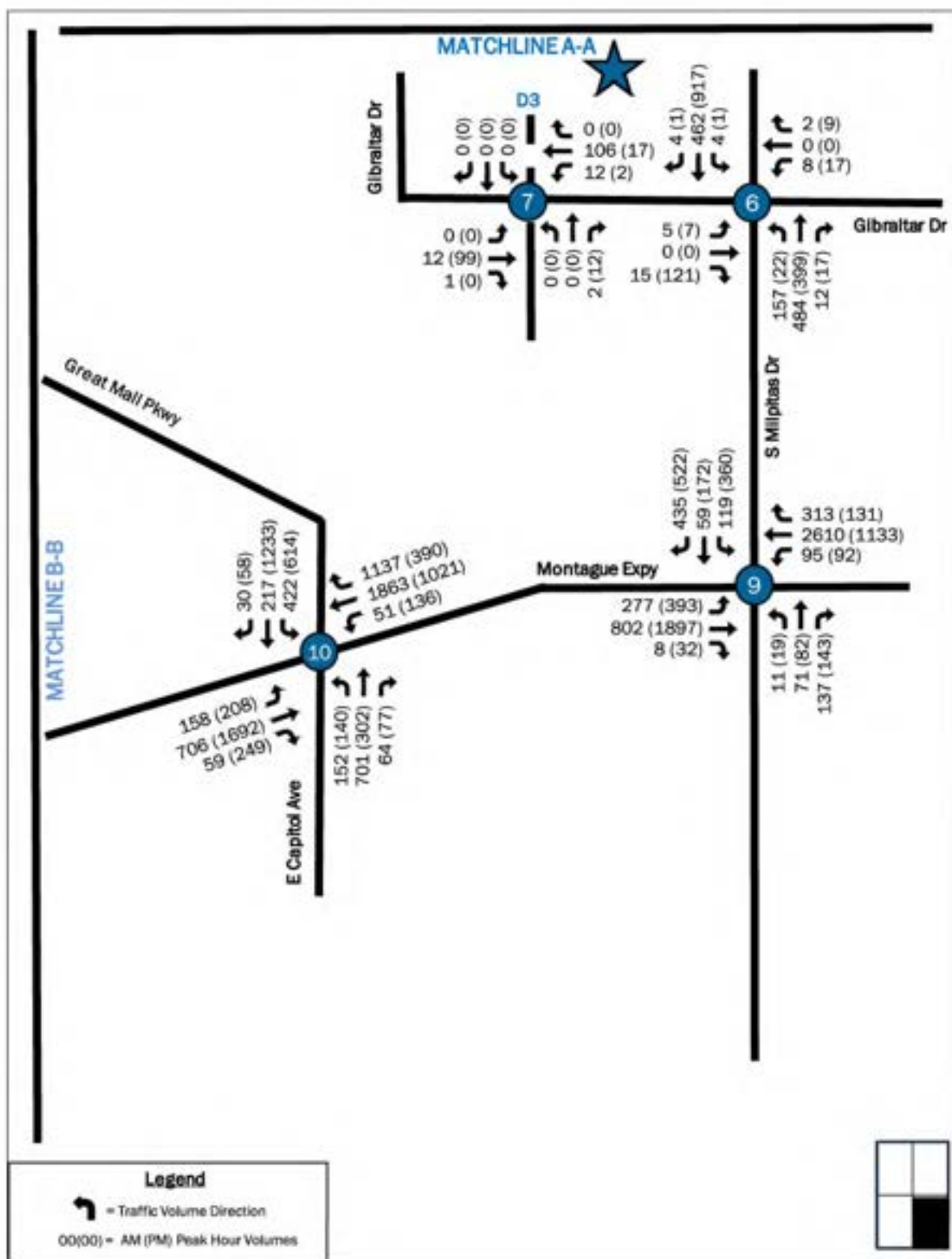


Table 5: No Build (2026) Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	West Calaveras Boulevard & South Abel Street	Signal	Overall	D	52.8	F	117.3
			EB	D	38.9	D	41.8
			WB	D	41.7	D	35.1
			NB	E	66.4	F	351.8
			SB	F	80.3	E	70.8
2	E Calaveras Boulevard & Milpitas Boulevard	Signal	Overall	D	39.3	D	40.4
			EB	C	32.1	D	40.5
			WB	D	42.0	D	38.8
			NB	D	40.9	D	41.0
			SB	D	40.6	D	42.6
3	S Milpitas Boulevard & Yosemite Drive	Signal	Overall	C	33.7	C	33.3
			EB	C	34.2	D	42.9
			WB	D	41.5	D	48.4
			NB	C	20.7	B	18.8
			SB	C	27.4	C	33.3
4	S Milpitas Boulevard & Ames Avenue/Driveway 1	Signal	Overall	A	5.8	A	6.7
			WB	D	44.9	D	42.2
			NB	A	2.9	A	3.9
			SB	A	4.9	A	3.9
5	South Milpitas Boulevard & Driveway 2	Stop-Control	NBL	A	8.5	A	0.0
			EB	A	0.0	A	0.0
6	South Milpitas Boulevard & Gibraltar Drive	Signal	Overall	B	15.0	A	7.1
			WB	F	113.1	F	108.1
			NB	B	18.8	A	6.6
			SB	A	7.6	A	4.6
7	Gibraltar Drive & Driveway 3	Stop-Control	NB	A	8.4	A	9.0
			WBL	A	7.3	A	7.5
9	South Milpitas Drive & Montague Expressway	Signal	Overall	F	90.6	F	84.2
			EB	D	56.6	E	57.7
			WB	F	92.9	E	57.3
			NB	E	67.2	E	67.8
			SB	F	148.1	F	180.9
10	Great Mall Parkway/East Capitol Avenue & Montague Expressway	Signal	Overall	F	103.6	E	73.8
			EB	D	46.3	D	48.6
			WB	F	112.9	D	48.0
			NB	F	122.2	F	117.3
			SB	F	112.2	F	111.0

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
11	Montague Expressway & McCandless Drive/Trade Center Boulevard	Signal	Overall	D	55.2	F	83.2
			EB	B	17.3	F	103.9
			WB	B	16.3	C	26.9
			NB	F	185.3	F	85.0
			SB	E	68.2	E	67.0
12	Montague Expressway & South Main Street/Oakland Road	Signal	Overall	E	78.0	D	51.9
			EB	C	36.4	D	46
			WB	E	70.2	D	35.2
			NB	F	179.4	F	87.8
			SB	F	83.2	F	85.9

Based on the 2026 No Build analysis results; the following intersections exhibit an overall LOS of E or worse during the AM and/or PM peak hours:

- West Calaveras Boulevard & South Abel Street (CMP)
- South Milpitas Drive & Montague Expressway (CMP)
- Great Mall Parkway/East Capitol Avenue & Montague Expressway (CMP)
- Montague Expressway & McCandless Drive/Trade Center Boulevard (CMP)
- Montague Expressway & South Main Street/Oakland Road (CMP)

Additionally South Milpitas Boulevard and Gibraltar Drive displayed an LOS F for the westbound approach to the intersection.

Table 6 summarizes the projected queue lengths for each movement within the study area under 2026 No-Build Conditions. Queueing conditions remain consistent with existing conditions in terms of available storage and impacts on adjacent movements, with one exception: the eastbound left-turn movement at Montague Expressway & South Main Street/Oakland Road during the PM peak is projected to slightly exceed the available turn lane storage.

Table 6: No Build (2026) Queuing Analysis

ID	Intersection	Control	Movement	Storage Length	95th % Queue Length (FT)	
					AM	PM
1	West Calaveras Boulevard & South Abel Street	Signal	EBL	245	191	203
			EBT	-	252	606
			EBR	-	0	0
			WBL	250	441	279
			WBT	-	630	273
			WBR	-	29	46
			NBL	230	56	77
			NBT	-	147	178
			NBR	285	78	568
			SBL	285	227	321
			SBT	-	190	128
			SBR	285	96	63
2	East Calaveras Boulevard & Milpitas Boulevard	Signal	EBL	460	106	195
			EBT	-	177	530
			EBR	200	68	387
			WBL	215	108	150
			WBT	-	600	307
			WBR	270	89	59
			NBL	215	171	157
			NBT	-	108	135
			NBR	185	0	38
			SBL	215	76	106
			SBT	-	115	164
			SBR	-	83	71
3	South Milpitas Boulevard & Yosemite Drive	Signal	EBL	-	16	51
			EBT	-	15	49
			WBL	-	272	229
			WBT	-	109	64
			NBL	170	24	0
			NBT	-	130	142
			SBL	250	180	317
			SBT	-	78	111
4	South Milpitas Boulevard & Ames Avenue/Driveway 1	Signal	WBT	-	19	63
			NBT	-	72	72
			SBL	140	47	38
			SBT	-	30	89

ID	Intersection	Control	Movement	Storage Length	95th % Queue Length (FT)	
					AM	PM
5	South Milpitas Boulevard & Driveway 2	Stop-Control	NBL	-	0	0
			NBT	-	0	0
			EBL	-	0	0
			SBT	-	0	0
6	South Milpitas Boulevard & Gibraltar Drive	Signal	EBL	100	19	22
			EBR	-	0	62
			WBT	-	0	0
			NBL	130	210	50
			NBT	-	106	97
			SBL	75	17	7
			SBT	-	371	825
			SBR	-	0	0
7	Gibraltar Drive & Driveway 3	Stop-Control	EBL	-	0	0
			EBT	-	0	0
			WBL	-	0	0
			WBT	-	0	0
			NBL	-	0	3
			SBL	-	0	0
			SBT	-	0	0
8	South Milpitas Drive & Montague Expressway	Stop-Control	EBL	-	0	0
			EBT	-	0	0
			WBL	-	0	0
			SBL	-	0	0
9	South Milpitas Drive & Montague Expressway	Signal	EBL	600	280	377
			EBT	-	270	725
			WBL	300	116	110
			WBT	-	1451	433
			WBR	200	370	93
			NBL	185	22	29
			NBT	-	86	93
			SBL	215	134	424
			SBT	-	63	152
			SBR	215	223	390

ID	Intersection	Control	Movement	Storage Length	95th % Queue Length (FT)	
					AM	PM
10	Great Mall Parkway/East Capitol Avenue & Montague Expressway	Signal	EBL	680	200	247
			EBT	-	247	725
			EBR	385	9	146
			WBL	400	80	173
			WBT	-	839	415
			WBR	240	2465	279
			NBL	350	194	178
			NBT	-	511	214
			NBR	385	0	13
			SBL	365	462	683
			SBT	-	141	807
			SBR	-	0	14
11	Montague Expressway & McCandless Drive/Trade Center Boulevard	Signal	EBL	190	90	153
			EBT	-	199	887
			EBR	230	79	1352
			WBL	250	124	282
			WBT	-	605	290
			WBR	-	46	0
			NBL	175	331	234
			NBT	-	390	280
			NBR	-	50	71
			SBL	170	61	64
			SBT	-	91	168
			SBR	165	82	64
12	Montague Expressway & South Main Street/Oakland Road	Signal	EBL	190	150	195
			EBT	-	371	1277
			EBR	230	63	129
			WBL	250	161	152
			WBT	-	1530	482
			WBR	-	51	68
			NBL	175	571	252
			NBT	-	151	221
			NBR	-	76	321
			SBL	170	144	213
			SBT	-	180	290
			SBR	165	784	83

Queuing at the following intersections, highlighted in red in Table 6 above, have exceeded the storage length provided during the AM and/or PM peak hour. The non-CMP intersections are bolded for reference.

- West Calaveras Boulevard & South Abel Street: The westbound left, northbound right, and southbound left movements exceeded the storage length provided during the AM and/or PM peak hours.
- East Calaveras Boulevard & Milpitas Boulevard: The eastbound right movement has exceeded the storage length provided during the PM peak hour.
- **South Milpitas Boulevard & Yosemite Drive**: The southbound left has exceeded the storage length provided during the PM peak hour.
- **South Milpitas Boulevard & Gibraltar Drive**: The northbound left has exceeded the storage length provided during the AM peak hour.
- South Milpitas Drive & Montague Expressway: The westbound right, southbound left, and southbound right have exceeded the storage length provided during the AM and/or PM peak hour.
- Great Mall Parkway/East Capitol Avenue & Montague Expressway: The westbound right and southbound left have exceeded the storage during both the AM and PM peak hour.
- Montague Expressway & McCandless Drive/Trade Center Boulevard: The eastbound left, eastbound right, westbound left, and northbound left have exceeded the storage length provided during the AM and/or PM peak hour.
- Montague Expressway & South Main Street/Oakland Road: The eastbound left, northbound left, southbound left, and southbound right have exceeded the storage length provided during the AM and/or PM peak hour.

D.3. Future Traffic with Proposed Development

Peak hour site traffic volumes were distributed to study area roadways based on the trip distribution percentages discussed in Section C.3. These volumes were added to No-Build (2026) volumes to determine operating conditions in the Build scenario.

D.4. Build 2026 Traffic Analysis Results

The results of the Build (2026) traffic capacity are shown in Table 7. Figure 21 – 23 illustrates the Build traffic volumes. All the intersections continue to operate at the same LOS. With the addition of site traffic, intersections in the study area are anticipated to operate similarly to the No-Build condition, without significant impacts on traffic operations during peak hours except for the two intersections listed above. Intersections with inadequate LOS show some increase in delay with increased volume.

Table 7: Build (2026) Intersection Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	West Calaveras Boulevard & South Abel Street	Signal	Overall	D	52.9	F	116.5
			EB	D	39.1	D	42.6
			WB	D	42.2	D	35.1
			NB	E	66.4	F	351.8
			SB	F	80.3	E	70.9
2	East Calaveras Boulevard & Milpitas Boulevard	Signal	Overall	D	39.7	D	41.0
			EB	C	32.6	D	41.4
			WB	D	42.1	D	39.0
			NB	D	41.6	D	41.6
			SB	D	40.6	D	42.6
3	South Milpitas Boulevard & Yosemite Drive	Signal	Overall	C	33.4	C	32.9
			EB	C	32.4	D	41.0
			WB	D	46.5	D	47.1
			NB	C	22.5	B	20.0
			SB	C	27.1	C	32.7
4	South Milpitas Boulevard & Ames Avenue/Driveway 1	Signal	Overall	A	6.2	A	6.7
			WB	D	44.9	D	42.2
			NB	A	3.2	A	3.9
			SB	A	5.7	A	3.9
5	South Milpitas Boulevard & Driveway 2	Stop-Control	NBL	A	8.7	B	10.4
			EB	B	11.5	B	14.8
6	South Milpitas Boulevard & Gibraltar Drive	Signal	Overall	B	16.1	A	8.7
			WB	F	118.7	F	108.1
			NB	B	19.7	A	9.2
			SB	A	9.0	A	5.9
7	Gibraltar Drive & Driveway 3	Stop-Control	NB	A	8.5	A	9.0
			WBL	A	7.3	A	7.5
			SB	B	10.0	A	9.8
8	Gibraltar Drive & Driveway 4	Stop-Control	WB	A	9.0	A	9.1
			SBL	A	7.5	A	7.4
9	South Milpitas Drive & Montague Expressway	Signal	Overall	F	99.7	F	92.1
			EB	E	58.1	E	58.7
			WB	F	101.6	E	58.6
			NB	E	67.2	E	67.8
			SB	E	169.2	F	208.9

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
10	Great Mall Parkway/East Capitol Avenue & Montague Expressway	Signal	Overall	F	103.3	E	74.1
			EB	D	46.4	D	49.8
			WB	F	112.6	D	48.5
			NB	F	122.2	F	117.3
			SB	F	112.2	F	111.0
11	Montague Expressway & McCandless Drive/Trade Center Boulevard	Signal	Overall	D	54.9	F	82.8
			EB	B	17.3	F	103.5
			WB	B	16.8	C	26.8
			NB	F	185.3	F	85.0
			SB	E	68.2	E	67.0
12	Montague Expressway & South Main Street/Oakland Road	Signal	Overall	E	78.4	D	52.5
			EB	D	36.8	D	46.9
			WB	E	70.9	D	35.6
			NB	F	179.4	F	87.6
			SB	F	83.2	F	85.9

Based on the 2026 Build analysis results, the following intersections exhibit on overall LOS of E or worse during the AM and/or PM peak hours:

- West Calaveras Boulevard & South Abel Street (CMP)
- South Milpitas Drive & Montague Expressway (CMP)
- Great Mall Parkway/East Capitol Avenue & Montague Expressway (CMP)
- Montague Expressway & McCandless Drive/Trade Center Boulevard (CMP)
- Montague Expressway & South Main Street/Oakland Road (CMP)

Additionally, South Milpitas Boulevard and Gibraltar Drive exhibits an LOS F on the westbound approach during both the AM and PM peak hour.

Table 8 summarizes the corresponding queue lengths for every movement in the study area for 2026 Build Conditions. All queues remain consistent with 2026 No-Build conditions on whether there is sufficient space without impacting neighboring movements.

Table 8: Build (2026) Queuing Analysis

ID	Intersection	Control	Movement	Storage Length	95th % Queue Length (FT)	
					AM	PM
1	West Calaveras Boulevard & South Abel Street	Signal	EBL	245	191	203
			EBT	-	264	624
			EBR	-	0	0
			WBL	250	441	279
			WBT	-	651	283
			WBR	-	29	46
			NBL	230	56	77
			NBT	-	147	178
			NBR	285	78	568
			SBL	285	227	321
			SBT	-	190	128
			SBR	285	96	63
2	East Calaveras Boulevard & Milpitas Boulevard	Signal	EBL	460	106	195
			EBT	-	180	542
			EBR	200	72	418
			WBL	215	122	161
			WBT	-	600	307
			WBR	270	89	59
			NBL	215	187	171
			NBT	-	108	135
			NBR	185	0	48
			SBL	215	76	106
			SBT	-	115	164
			SBR	-	83	71
3	South Milpitas Boulevard & Yosemite Drive	Signal	EBL	-	46	77
			EBT	-	15	49
			WBL	-	270	178
			WBT	-	109	64
			NBL	170	24	0
			NBT	-	137	147
			SBL	250	180	317
			SBT	-	87	118
4	South Milpitas Boulevard & Ames Avenue/Driveway 1	Signal	WBT	-	19	63
			NBT	-	75	75
			SBL	140	47	38
			SBT	-	59	91

ID	Intersection	Control	Movement	Storage Length	95th % Queue Length (FT)	
					AM	PM
5	South Milpitas Boulevard & Driveway 2	Stop-Control	NBL	-	3	5
			NBT	-	0	0
			EBL	-	8	13
			SBT	-	0	0
6	South Milpitas Boulevard & Gibraltar Drive	Signal	EBL	100	20	22
			EBR	-	0	67
			WBT	-	0	0
			NBL	130	249	82
			NBT	-	116	110
			SBL	75	17	1
			SBT	-	450	1074
			SBR	-	0	0
7	Gibraltar Drive & Driveway 3	Stop-Control	EBL	-	0	0
			EBT	-	0	0
			WBL	-	0	0
			WBT	-	0	0
			NBL	-	0	3
			SBL	-	3	3
			SBT	-	0	0
8	South Milpitas Drive & Montague Expressway	Stop-Control	EBL	-	0	0
			EBT	-	0	0
			WBL	-	5	5
			SBL	-	3	3
9	South Milpitas Drive & Montague Expressway	Signal	EBL	600	307	418
			EBT	-	270	725
			WBL	300	116	110
			WBT	-	1482	433
			WBR	200	443	125
			NBL	185	22	29
			NBT	-	86	93
			SBL	215	172	489
			SBT	-	63	152
			SBR	215	294	465

ID	Intersection	Control	Movement	Storage Length	95th % Queue Length (FT)	
					AM	PM
10	Great Mall Parkway/East Capitol Avenue & Montague Expressway	Signal	EBL	680	200	247
			EBT	-	256	740
			EBR	385	9	149
			WBL	400	95	186
			WBT	-	850	423
			WBR	240	2474	287
			NBL	350	194	178
			NBT	-	511	214
			NBR	385	16	34
			SBL	365	462	683
			SBT	-	141	807
			SBR	-	0	14
11	Montague Expressway & McCandless Drive/Trade Center Boulevard	Signal	EBL	190	90	153
			EBT	-	205	899
			EBR	230	79	1352
			WBL	250	124	282
			WBT	-	615	260
			WBR	-	46	0
			NBL	175	331	234
			NBT	-	390	280
			NBR	-	50	71
			SBL	170	61	64
			SBT	-	91	168
			SBR	165	82	64
12	Montague Expressway & South Main Street/Oakland Road	Signal	EBL	190	150	195
			EBT	-	378	1292
			EBR	230	65	131
			WBL	250	171	160
			WBT	-	1534	485
			WBR	-	51	69
			NBL	175	571	252
			NBT	-	151	221
			NBR	-	80	360
			SBL	170	144	213
			SBT	-	180	290
			SBR	165	784	83

Queuing at the following intersections, highlighted in red in Table 8 above, have exceeded the storage length provided during the AM and/or PM peak hour. Non-CMP intersections are shown in bold for reference.

- West Calaveras Boulevard & South Abel Street: The westbound left, northbound right, and southbound left have exceeded the storage length provided during the AM and/or PM peak hour. Eastbound left and southbound right movements have surpassed available queuing space in this scenario when compared to 2026 No-Build conditions.
- East Calaveras Boulevard & Milpitas Boulevard: The eastbound right has exceeded the storage length provided during the PM peak hour. The northbound right movement has surpassed available queuing space in this scenario when compared to 2026 No-Build conditions.
- **South Milpitas Boulevard & Yosemite Drive**: The southbound left has exceeded the storage length provided during the PM peak hour.
- **South Milpitas Boulevard & Gibraltar Drive**: The northbound left has exceeded the storage length provided during the AM peak hour.
- South Milpitas Drive & Montague Expressway: The westbound right, southbound left, and southbound right have exceeded the storage length provided during the AM and/or PM peak hour. The eastbound left movement has surpassed available queuing space in this scenario when compared to 2026 No-Build conditions.
- Great Mall Parkway/East Capitol Avenue & Montague Expressway: The westbound right and the southbound left have exceeded the storage length provided during the AM and PM peak hour.
- Montague Expressway & McCandless Drive/Trade Center Boulevard: The eastbound right, westbound left, and northbound left have exceeded the storage length provided during the AM and/or PM peak hour. The southbound right movement has surpassed available queuing space in this scenario when compared to 2026 No-Build conditions.
- Montague Expressway & South Main Street/Oakland Road: The northbound left, southbound left, and southbound right have exceeded the storage length provided during the AM and/or PM peak hour.

Figure 27: Build (2026) Traffic Volumes 1

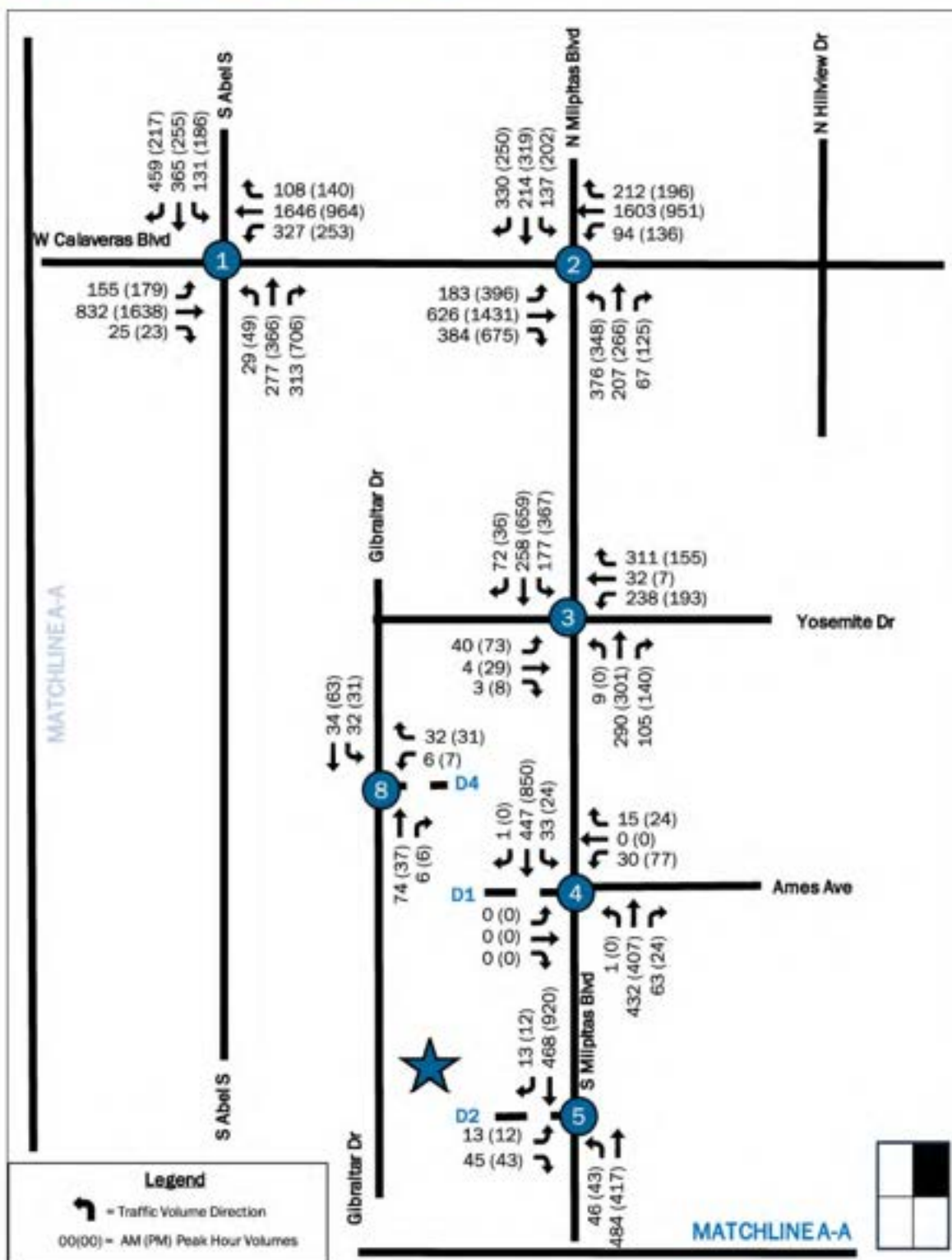


Figure 28: Build (2026) Traffic Volumes 2

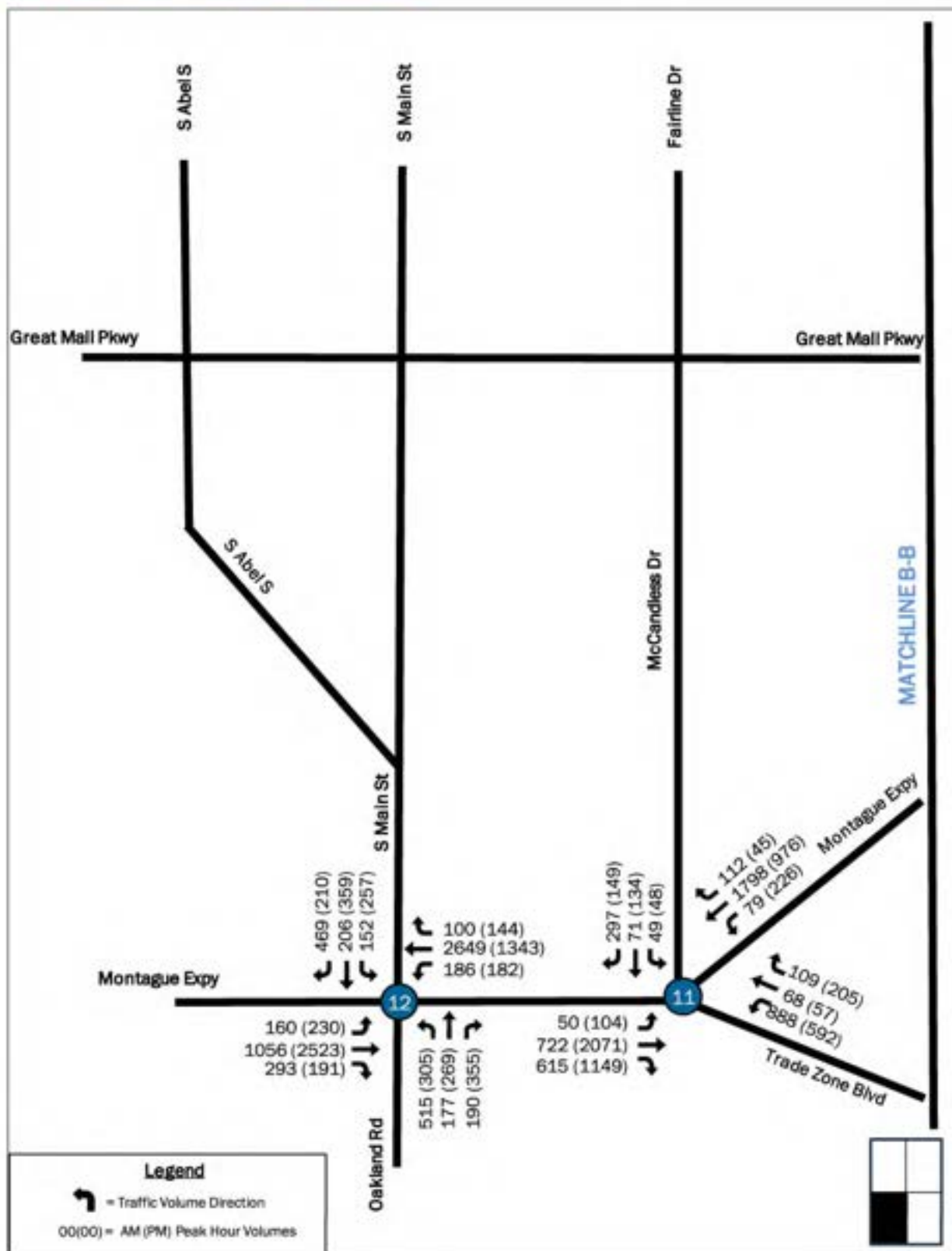
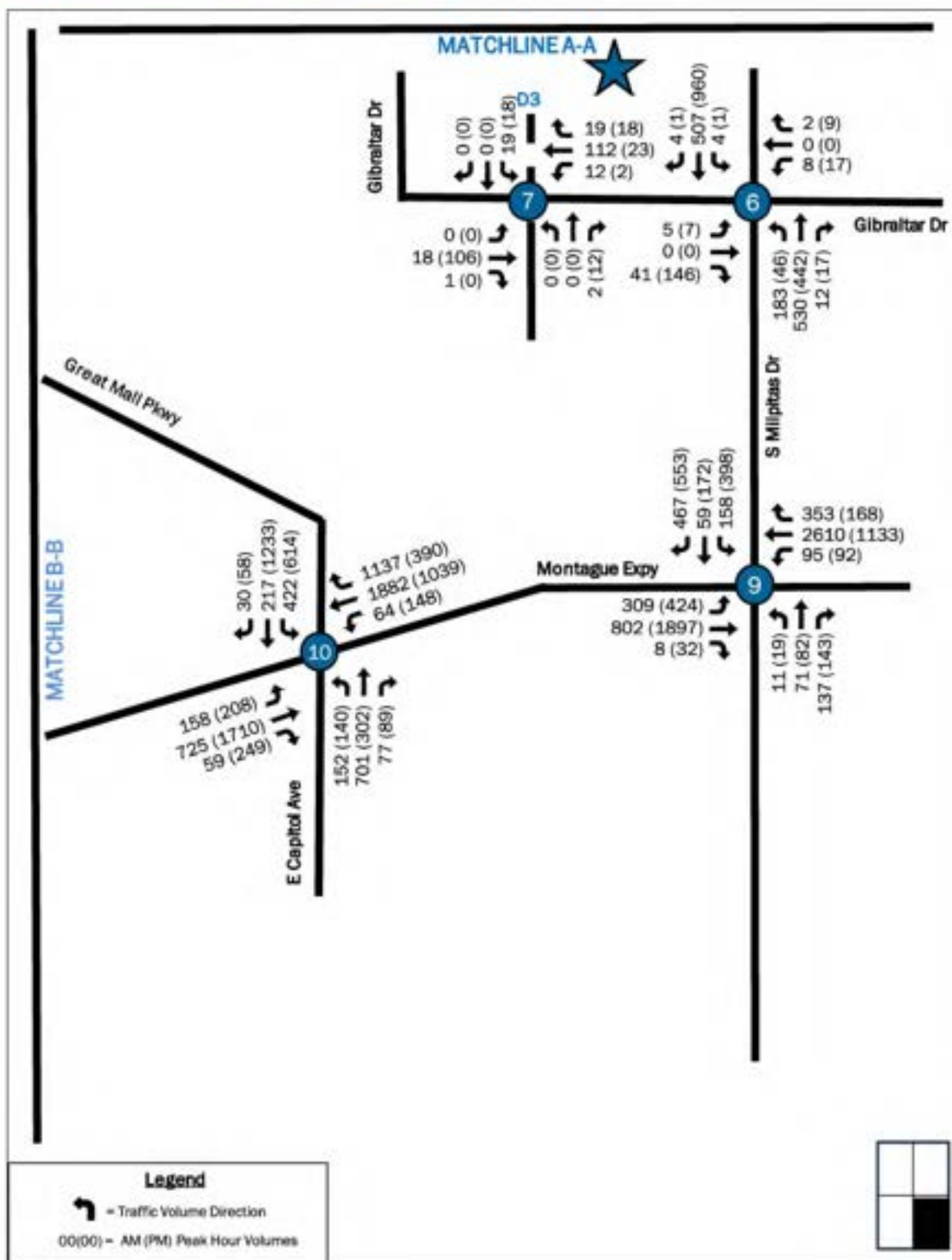


Figure 29: Build (2026) Traffic Volumes 3



D.5. Horizon Year (2040) Capacity Analysis

The results of 2040 existing plus background traffic capacity analyses are shown in Table 6 and include the analysis of the volumes shown in Figure 24 – 26.

D.6. Horizon Year (2040) No-Build Traffic Analysis Results

As shown in Table 9, most study intersections are projected to experience increased delay per approach and a decline in overall Level of Service (LOS) by the Horizon Year (2040) No-Build scenario, relative to the 2026 No-Build capacity conditions. The intersection of East Calaveras and Milpitas Boulevard operations degraded from LOS D to LOS E between the 2026 and 2040 No-Build conditions. South Milpitas Boulevard at Yosemite Drive degraded from LOS D to LOS E between scenarios.

Table 9: Horizon Year (2040) No-Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	West Calaveras Boulevard & South Abel Street	Signal	Overall	F	146.0	F	248.3
			EB	D	43.1	F	212.4
			WB	F	175.2	D	43.9
			NB	F	141.7	F	592.9
			SB	F	192.3	F	127.1
2	East Calaveras Boulevard & Milpitas Boulevard	Signal	Overall	F	115.8	F	96.0
			EB	C	34.8	F	136.6
			WB	F	195.6	F	84.2
			NB	D	44.8	D	44.5
			SB	D	42.4	D	46.5
3	South Milpitas Boulevard & Yosemite Drive	Signal	Overall	D	50.1	E	65.4
			EB	C	31.5	D	38.7
			WB	E	77.8	D	50.0
			NB	C	30.3	C	24.7
			SB	C	32.8	F	89.9
4	South Milpitas Boulevard & Ames Avenue/Driveway 1	Signal	Overall	A	6.6	A	8.1
			WB	D	44.0	D	40.6
			NB	A	4.0	A	5.5
			SB	A	5.6	A	5.5
5	South Milpitas Boulevard & Driveway 2	Stop-Control	NBL	A	9.1	A	0.0
			EB	A	0.0	A	0.0

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
6	South Milpitas Boulevard & Gibraltar Drive	Signal	Overall	B	18.2	B	12.1
			WB	F	112.9	F	93.2
			NB	C	20.6	A	6.6
			SB	B	12.9	B	12.4
7	Gibraltar Drive & Driveway 3	Stop-Control	NB	A	8.5	A	9.3
			WBL	A	7.3	A	7.6
9	South Milpitas Drive & Montague Expressway	Signal	Overall	F	241.5	F	132.1
			EB	E	60.7	E	77.6
			WB	F	309.6	E	66.4
			NB	E	70.5	E	71.0
			SB	F	288.3	F	351.3
10	Great Mall Parkway/East Capitol Avenue & Montague Expressway	Signal	Overall	F	223.3	F	93.1
			EB	E	58.4	E	68.2
			WB	F	316.3	E	66.8
			NB	F	142.7	F	101.3
			SB	F	110.1	F	149.4
11	Montague Expressway & McCandless Drive/Trade Center Boulevard	Signal	Overall	F	111.5	F	263.0
			EB	C	31.3	F	368.9
			WB	C	23.3	C	33.3
			NB	F	409.5	F	201.6
			SB	F	66.2	E	64.3
12	Montague Expressway & South Main Street/Oakland Road	Signal	Overall	F	213.8	F	139.6
			EB	D	42.4	F	206.3
			WB	F	270.4	D	47.2
			NB	F	349.4	F	104.4
			SB	F	84.7	F	100.7

Based on the 2040 No Build analysis results; the following intersections exhibit on overall LOS of E or worse during the AM and/or PM peak hours:

- West Calaveras Boulevard & South Abel Street (CMP)
- East Calaveras Boulevard & Milpitas Boulevard (CMP)
- South Milpitas Boulevard & Yosemite Drive (non-CMP)
- South Milpitas Drive & Montague Expressway (CMP)
- Great Mall Parkway/East Capitol Avenue & Montague Expressway (CMP)
- Montague Expressway & McCandless Drive/Trade Center Boulevard (CMP)
- Montague Expressway & South Main Street/Oakland Road (CMP)

Additionally, South Milpitas Boulevard and Gibraltar Drive exhibits an LOS F on the westbound approach during both the AM and PM peak hour.

Table 10 summarizes the corresponding queue lengths for every movement in the study area for 2040 No-Build Conditions. Most queues remain consistent with 2026 No-Build conditions on whether there is sufficient space without impacting neighboring movements. Additional movements that experience insufficient queuing space are noted.

Table 10: Horizon Year (2040) No-Build Queuing Analysis

ID	Intersection	Control	Movement	Storage Length	95th % Queue Length (FT)	
					AM	PM
1	West Calaveras Boulevard & South Abel Street	Signal	EBL	245	249	266
			EBT	-	378	1003
			EBR	-	0	0
			WBL	250	715	467
			WBT	-	1140	488
			WBR	-	70	72
			NBL	230	72	99
			NBT	-	204	254
			NBR	285	153	1086
			SBL	285	343	467
			SBT	-	272	180
			SBR	285	399	75
2	E Calaveras Boulevard & Milpitas Boulevard	Signal	EBL	460	138	273
			EBT	-	68	903
			EBR	200	87	851
			WBL	215	140	199
			WBT	-	1032	568
			WBR	270	179	89
			NBL	215	243	220
			NBT	-	149	188
			NBR	185	7	57
			SBL	215	102	145
			SBT	-	157	231
			SBR	-	289	97
3	S Milpitas Boulevard & Yosemite Drive	Signal	EBL	-	17	64
			EBT	-	17	61
			WBL	-	433	346
			WBT	-	132	76
			NBL	170	29	0
			NBT	-	225	236
			SBL	250	241	488

ID	Intersection	Control	Movement	Storage Length	95th % Queue Length (FT)	
					AM	PM
4	S Milpitas Boulevard & Ames Avenue/Driveway 1	Signal	SBT	-	127	180
			WBT	-	35	94
			NBT	-	122	122
			SBL	140	61	47
			SBT	-	51	178
5	South Milpitas Boulevard & Driveway 2	Stop-Control	NBL	-	0	0
			NBT	-	0	0
			EBL	-	0	0
			SBT	-	0	0
6	South Milpitas Boulevard & Gibraltar Drive	Signal	EBL	100	23	30
			EBR	-	0	73
			WBT	-	0	0
			NBL	130	275	63
			NBT	-	161	148
			SBL	75	21	7
			SBT	-	699	1725
			SBR	-	0	0
7	Gibraltar Drive & Driveway 3	Stop-Control	EBL	-	0	0
			EBT	-	0	0
			WBL	-	0	0
			WBT	-	0	0
			NBL	-	0	3
			SBL	-	0	0
			SBT	-	0	0
8	Gibraltar Drive & Driveway 4	Stop-Control	EBL	-	0	0
			EBT	-	0	0
			WBL	-	0	0
			SBL	-	0	0
9	South Milpitas Drive & Montague Expressway	Signal	EBL	600	390	643
			EBT	-	408	1298
			WBL	300	152	147
			WBT	-	2471	656
			WBR	200	623	167
			NBL	185	28	39
			NBT	-	112	131
			SBL	215	182	678
			SBT	-	83	207
			SBR	215	763	1127

ID	Intersection	Control	Movement	Storage Length	95th % Queue Length (FT)	
					AM	PM
10	Great Mall Parkway/East Capitol Avenue & Montague Expressway	Signal	EBL	680	269	332
			EBT	-	381	1209
			EBR	385	41	322
			WBL	400	105	232
			WBT	-	1595	654
			WBR	240	4322	660
			NBL	350	266	240
			NBT	-	812	282
			NBR	385	40	65
			SBL	365	686	402
			SBT	-	190	1399
			SBR	-	0	53
11	Montague Expressway & McCandless Drive/Trade Center Boulevard	Signal	EBL	190	115	200
			EBT	-	306	1571
			EBR	230	615	2483
			WBL	250	163	448
			WBT	-	1155	459
			WBR	-	84	12
			NBL	175	655	308
			NBT	-	778	370
			NBR	-	93	78
			SBL	170	77	75
			SBT	-	121	210
			SBR	165	173	68
12	Montague Expressway & South Main Street/Oakland Road	Signal	EBL	190	199	260
			EBT	-	606	2287
			EBR	230	212	221
			WBL	250	216	201
			WBT	-	2636	832
			WBR	-	94	134
			NBL	175	880	411
			NBT	-	214	334
			NBR	-	142	784
			SBL	170	191	290
			SBT	-	249	452
			SBR	165	1342	245

Queuing at the following intersections, highlighted in red in Table 10 above, have exceeded the storage length provided during the AM and/or PM peak hour. Non-CMP intersections are shown in bold for reference.

- West Calaveras Boulevard & South Abel Street: The eastbound left, westbound left, northbound right, and southbound left have exceeded the storage length provided during the AM and/or PM peak hour. Eastbound left and southbound right movements have surpassed available queuing space in this scenario when compared to 2026 No-Build conditions.
- E Calaveras Boulevard & Milpitas Boulevard: The eastbound right and northbound left have exceeded the storage length provided during the AM and/or PM peak hour. The northbound right movement has surpassed available queuing space in this scenario when compared to 2026 No-Build conditions.
- **South Milpitas Boulevard & Yosemite Drive:** The southbound left has exceeded the storage length provided during the PM peak hour.
- **South Milpitas Boulevard & Gibraltar Drive:** The northbound left has exceeded the storage length provided during the AM peak hour.
- South Milpitas Drive & Montague Expressway: The eastbound left, westbound right, southbound left, and southbound right have exceeded the storage length provided during the AM and/or PM peak hour. The eastbound left movement has surpassed available queuing space in this scenario when compared to 2026 No-Build conditions.
- Great Mall Parkway/East Capitol Avenue & Montague Expressway: The westbound right and the southbound left have exceeded the storage length provided during the AM and PM peak hour.
- Montague Expressway & McCandless Drive/Trade Center Boulevard: The eastbound right, westbound left, northbound left, and southbound right have exceeded the storage length provided during the AM and/or PM peak hour. The southbound right movement has surpassed available queuing space in this scenario when compared to 2026 No-Build conditions.
- Montague Expressway & South Main Street/Oakland Road: The eastbound left, northbound left, southbound left, and southbound right have exceeded the storage length provided during the AM and/or PM peak hour.

Figure 30: Horizon (2040) No-Build Traffic Volumes 1

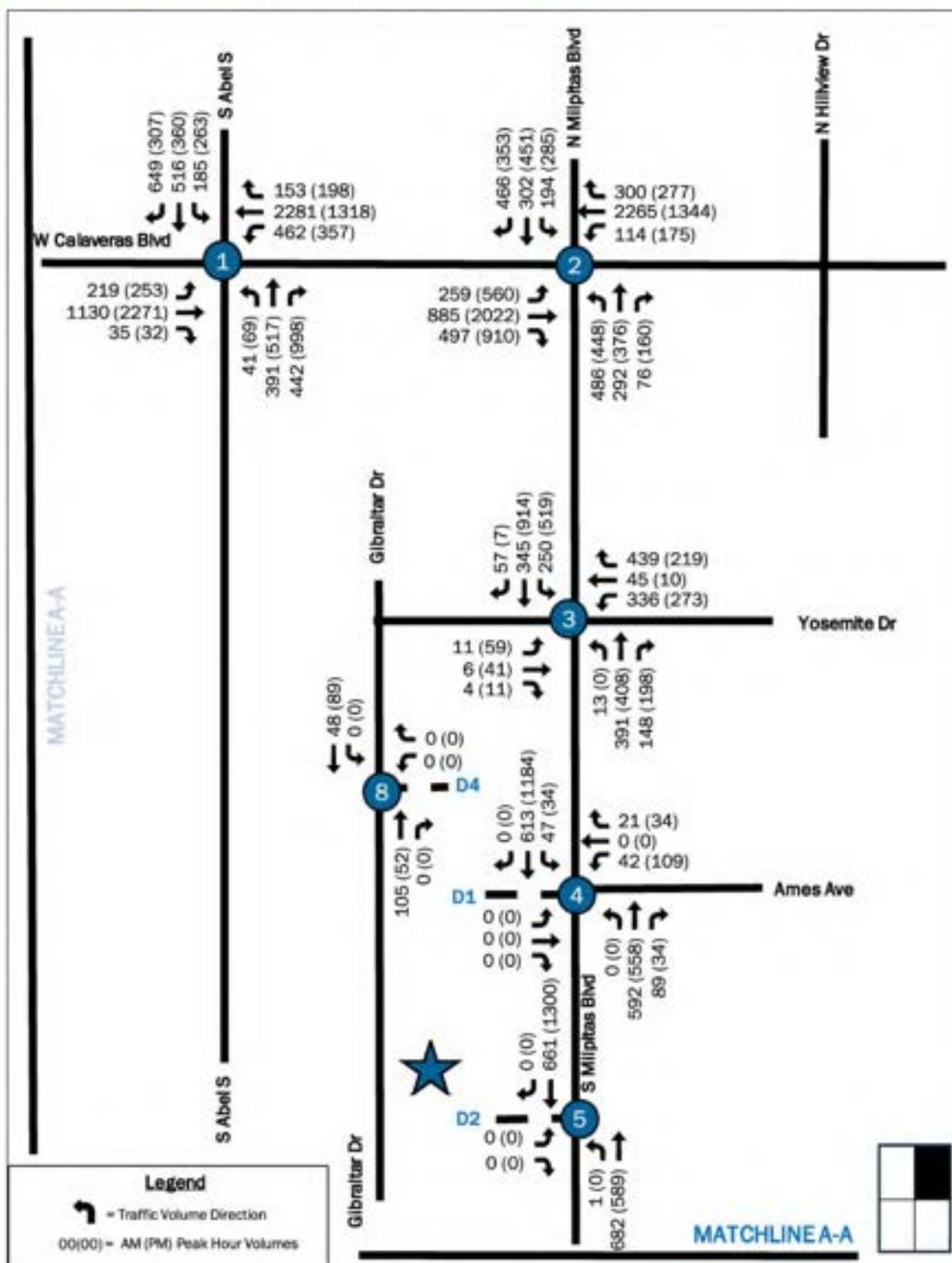


Figure 31: Horizon (2040) No-Build Traffic Volumes 2

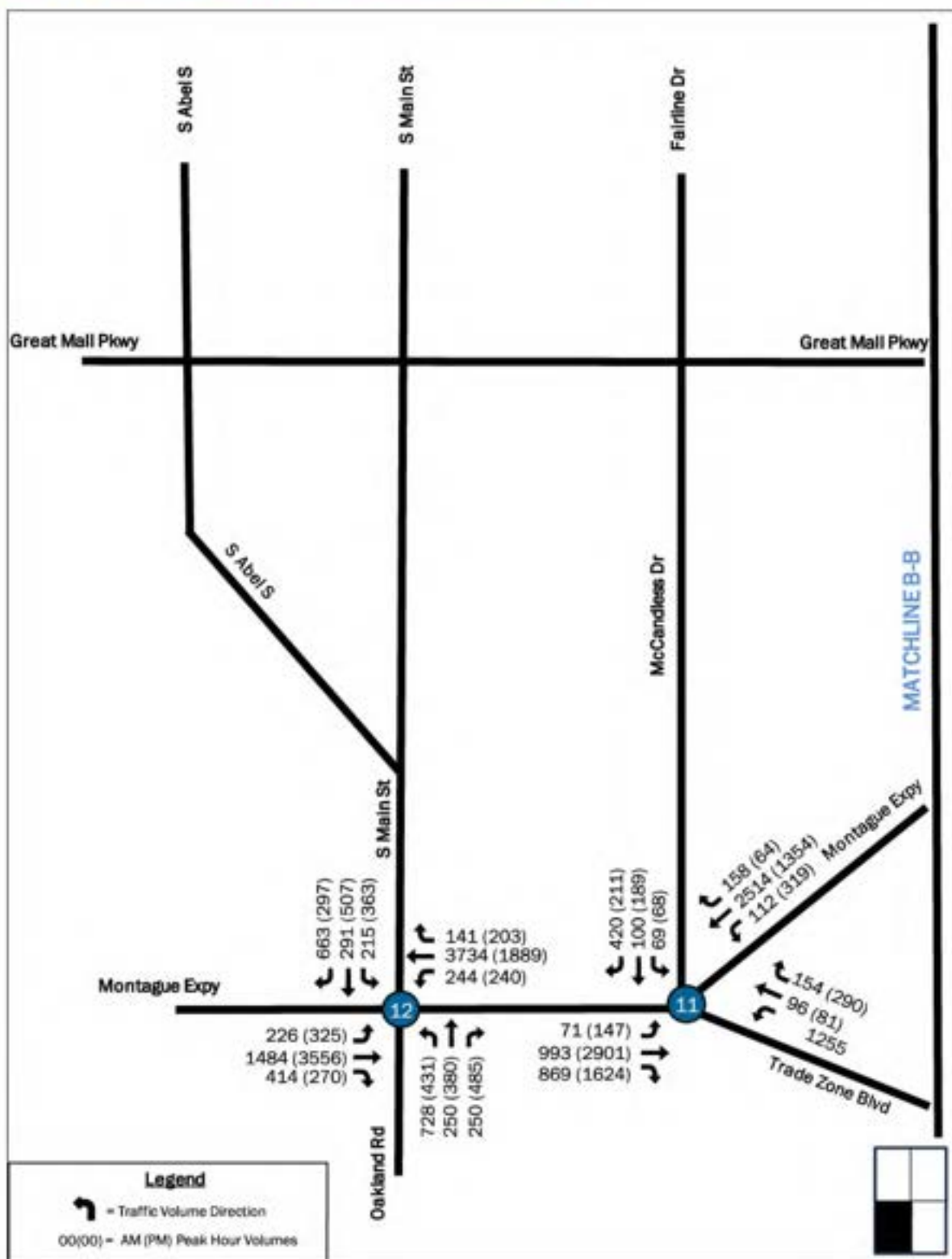
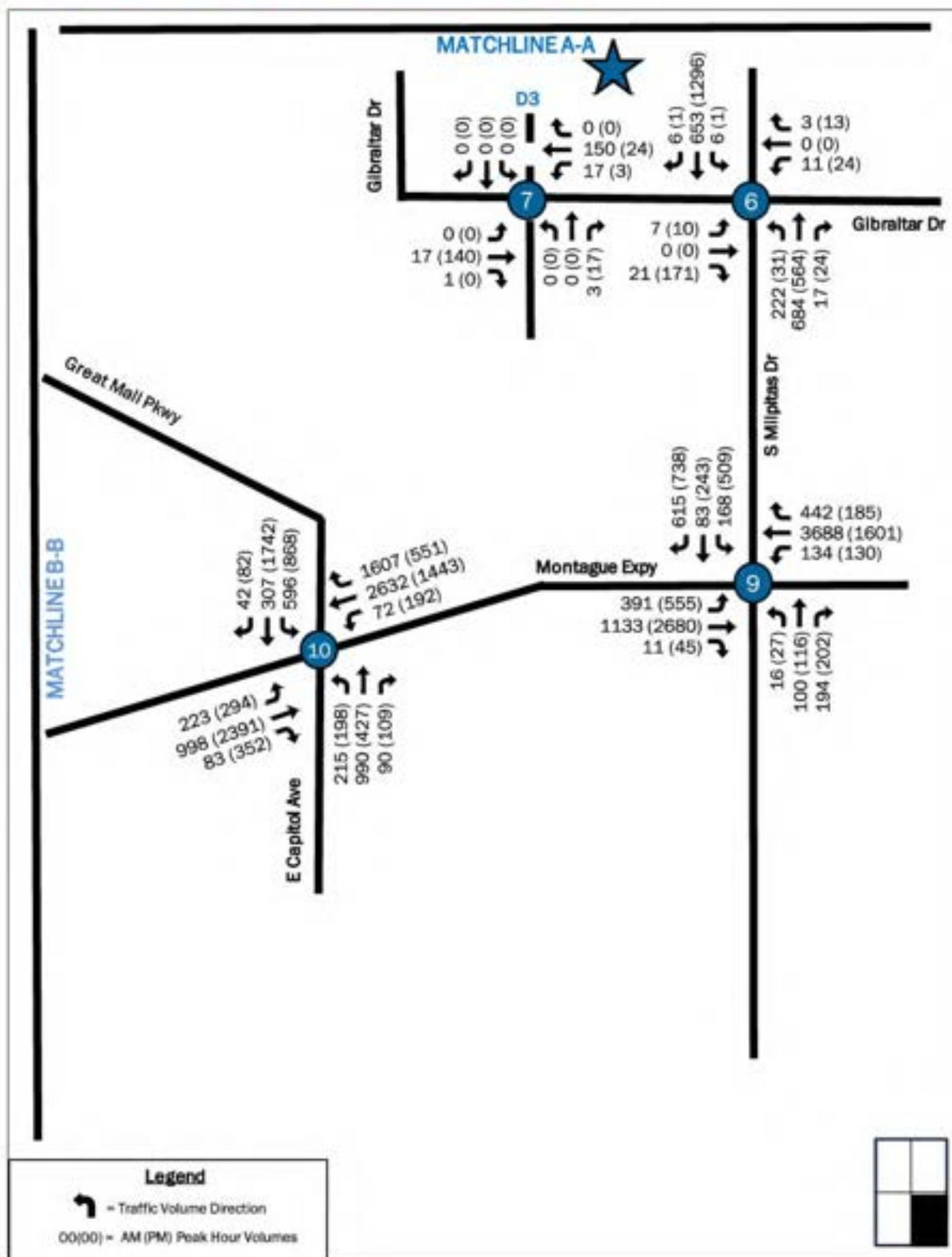


Figure 32: Horizon (2040) No-Build Traffic Volumes 3



D.7. Horizon Year 2040 Traffic Volumes with Proposed Development

The results of the 2035 capacity analyses for existing conditions with background and site-generated traffic are summarized in Table 11 and include an analysis of the traffic volumes shown in Figure 27 - 29.

D.8. Horizon Year (2040) Build Capacity Analysis Results

As shown in Table 11, most study intersections are projected to experience increased delay per approach and a decline in overall Level of Service (LOS) by the Horizon Year (2040) Build scenario, relative to the 2026 Build capacity conditions.

Table 11: Horizon Year (2040) Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	West Calaveras Boulevard & South Abel Street	Signal	Overall	F	148.6	F	250.3
			EB	D	43.6	F	220.4
			WB	F	181.8	D	44.1
			NB	F	141.7	F	592.9
			SB	F	192.3	F	127.1
2	E Calaveras Boulevard & Milpitas Boulevard	Signal	Overall	F	115.4	F	100.1
			EB	D	35.4	F	146.5
			WB	F	194.8	F	84.2
			NB	D	46.0	D	45.4
			SB	D	42.4	D	46.5
3	S Milpitas Boulevard & Yosemite Drive	Signal	Overall	D	49.6	E	64.2
			EB	C	30.8	D	36.7
			WB	E	76.6	D	47.0
			NB	C	32.9	C	26.5
			SB	C	32.8	F	88.4
4	S Milpitas Boulevard & Ames Avenue/Driveway 1	Stop-Control	Overall	A	7.1	A	8.1
			WB	D	44.0	D	40.6
			NB	A	4.2	A	5.6
			SB	A	6.6	A	5.5
5	South Milpitas Boulevard & Driveway 2	Stop-Control	NBL	A	9.4	B	12.9
			EB	B	13.2	C	20.5
6	South Milpitas Boulevard & Gibraltar Drive	Signal	Overall	C	22.2	B	15.9
			WB	E	72.9	F	93.2
			NB	C	22.9	A	8.4
			SB	B	19.3	B	17.6

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
7	Gibraltar Drive & Driveway 3	Stop-Control	NB	A	8.5	A	9.3
			WBL	A	7.3	A	7.6
			SB	B	10.6	B	10.4
8	Gibraltar Drive & Driveway 4	Stop-Control	WB	A	9.2	A	9.3
			SBL	A	7.6	A	7.5
9	South Milpitas Drive & Montague Expressway	Signal	Overall	F	253.4	F	143.4
			EB	E	62.9	F	82.1
			WB	F	323.6	E	66.3
			NB	E	70.5	E	71.0
			SB	F	309.9	F	386.2
10	Great Mall Parkway/East Capitol Avenue & Montague Expressway	Signal	Overall	F	222.8	F	109.5
			EB	E	58.7	E	69.1
			WB	F	315.3	E	67.2
			NB	F	142.7	F	113.9
			SB	F	110.1	F	186.1
11	Montague Expressway & McCandless Drive/Trade Center Boulevard	Signal	Overall	F	111.0	F	263.9
			EB	C	30.9	F	370.7
			WB	C	23.4	C	33.3
			NB	F	409.5	F	201.6
			SB	E	66.2	E	64.3
12	Montague Expressway & South Main Street/Oakland Road	Signal	Overall	F	214.2	F	142.3
			EB	D	42.9	F	211.8
			WB	F	270.9	D	47.6
			NB	F	349.4	F	104.4
			SB	F	84.7	F	100.7

Based on the 2040 No Build analysis results; the following intersections exhibit on overall LOS of E or worse during the AM and/or PM peak hours.

- West Calaveras Boulevard & South Abel Street (CMP)
- East Calaveras Boulevard & Milpitas Boulevard (CMP)
- South Milpitas Boulevard & Yosemite Drive (non-CMP)
- South Milpitas Drive & Montague Expressway (CMP)
- Great Mall Parkway/East Capitol Avenue & Montague Expressway (CMP)
- Montague Expressway & McCandless Drive/Trade Center Boulevard (CMP)
- Montague Expressway & South Main Street/Oakland Road (CMP)

Table 12 summarizes the corresponding queue lengths for every movement in the study area for 2040 Build Conditions. All queues remain consistent with 2040 No-Build conditions on whether there is sufficient space without impacting neighboring movements.

Table 12: Horizon Year (2040) Build Queuing Analysis

ID	Intersection	Control	Movement	Storage Length	95th % Queue Length (FT)	
					AM	PM
1	West Calaveras Boulevard & South Abel Street	Signal	EBL	245	249	266
			EBT	-	391	1021
			EBR	-	0	0
			WBL	250	715	467
			WBT	-	1160	507
			WBR	-	70	75
			NBL	230	72	99
			NBT	-	204	254
			NBR	285	153	1086
			SBL	285	343	467
			SBT	-	272	180
			SBR	285	399	75
2	East Calaveras Boulevard & Milpitas Boulevard	Signal	EBL	460	138	273
			EBT	-	272	903
			EBR	200	110	913
			WBL	215	153	213
			WBT	-	1032	568
			WBR	270	179	89
			NBL	215	260	236
			NBT	-	149	188
			NBR	185	18	58
			SBL	215	102	145
			SBT	-	157	231
			SBR	-	293	99
3	South Milpitas Boulevard & Yosemite Drive	Signal	EBL	-	44	90
			EBT	-	17	61
			WBL	-	432	345
			WBT	-	132	76
			NBL	170	29	0
			NBT	-	233	244
			SBL	250	242	488
			SBT	-	141	191
4	South Milpitas Boulevard & Ames Avenue/Driveway 1	Signal	WBT	-	35	94
			NBT	-	125	125
			SBL	140	61	47
			SBT	-	93	180

ID	Intersection	Control	Movement	Storage Length	95th % Queue Length (FT)	
					AM	PM
5	South Milpitas Boulevard & Driveway 2	Stop-Control	NBL	-	5	8
			NBT	-	0	0
			EBL	-	10	18
			SBT	-	0	0
6	South Milpitas Boulevard & Gibraltar Drive	Signal	EBL	100	23	30
			EBR	-	10	75
			WBT	-	0	0
			NBL	130	302	94
			NBT	-	182	163
			SBL	75	21	7
			SBT	-	883	1853
			SBR	-	0	0
7	Gibraltar Drive & Driveway 3	Stop-Control	EBL	-	0	0
			EBT	-	0	0
			WBL	-	0	0
			WBT	-	0	0
			NBL	-	0	3
			SBL	-	3	3
			SBT	-	0	0
8	Gibraltar Drive & Driveway 4	Stop-Control	EBL	-	0	0
			EBT	-	0	0
			WBL	-	5	5
			SBL	-	3	3
9	South Milpitas Drive & Montague Expressway	Signal	EBL	600	447	695
			EBT	-	408	1298
			WBL	300	152	147
			WBT	-	2471	656
			WBR	200	707	212
			NBL	185	28	39
			NBT	-	112	131
			SBL	215	221	744
			SBT	-	83	207
			SBR	215	871	1226

ID	Intersection	Control	Movement	Storage Length	95th % Queue Length (FT)	
					AM	PM
10	Great Mall Parkway/East Capitol Avenue & Montague Expressway	Signal	EBL	680	269	332
			EBT	-	392	1223
			EBR	385	41	325
			WBL	400	121	245
			WBT	-	1615	664
			WBR	240	4322	666
			NBL	350	266	240
			NBT	-	812	298
			NBR	385	63	73
			SBL	365	686	1176
			SBT	-	190	1399
			SBR	-	0	53
11	Montague Expressway & McCandless Drive/Trade Center Boulevard	Signal	EBL	190	115	200
			EBT	-	313	1583
			EBR	230	615	2483
			WBL	250	163	448
			WBT	-	1167	467
			WBR	-	84	12
			NBL	175	655	308
			NBT	-	778	370
			NBR	-	93	78
			SBL	170	77	75
			SBT	-	121	210
			SBR	165	173	68
12	Montague Expressway & South Main Street/Oakland Road	Signal	EBL	190	199	260
			EBT	-	609	2301
			EBR	230	213	222
			WBL	250	227	210
			WBT	-	2643	835
			WBR	-	94	135
			NBL	175	880	411
			NBT	-	214	334
			NBR	-	165	815
			SBL	170	191	290
			SBT	-	249	452
			SBR	165	1342	245

Queuing at the following intersections, highlighted in red in Table 12 above, have exceeded the storage length provided during the AM and/or PM peak hour. The non-CMP intersections are bolded for reference

- West Calaveras Boulevard & South Abel Street: The eastbound left, westbound left, northbound right, and southbound left have exceeded the storage length provided during the AM and/or PM peak hour.
- East Calaveras Boulevard & Milpitas Boulevard: The eastbound right and northbound left have exceeded the storage length provided during the AM and/or PM peak hour.
- **South Milpitas Boulevard & Yosemite Drive:** The southbound left has exceeded the storage length provided during the PM peak hour.
- **South Milpitas Boulevard & Gibraltar Drive:** The northbound left has exceeded the storage length provided during the AM peak hour.
- South Milpitas Drive & Montague Expressway: The eastbound left, westbound right, southbound left, and southbound right have exceeded the storage length provided during the AM and/or PM peak hour.
- Great Mall Parkway/East Capitol Avenue & Montague Expressway: The westbound right and southbound left have exceeded the storage length provided during the AM and PM peak hour.
- Montague Expressway & McCandless Drive/Trade Center Boulevard: The northbound left and southbound right have exceeded the storage length provided during the AM and/or PM peak hour.
- Montague Expressway & South Main Street/Oakland Road: The eastbound left, northbound left, southbound left, and southbound right have exceeded the storage length provided during the AM and/or PM peak hour.

Figure 33: Horizon (2040) Build Traffic Volumes 1

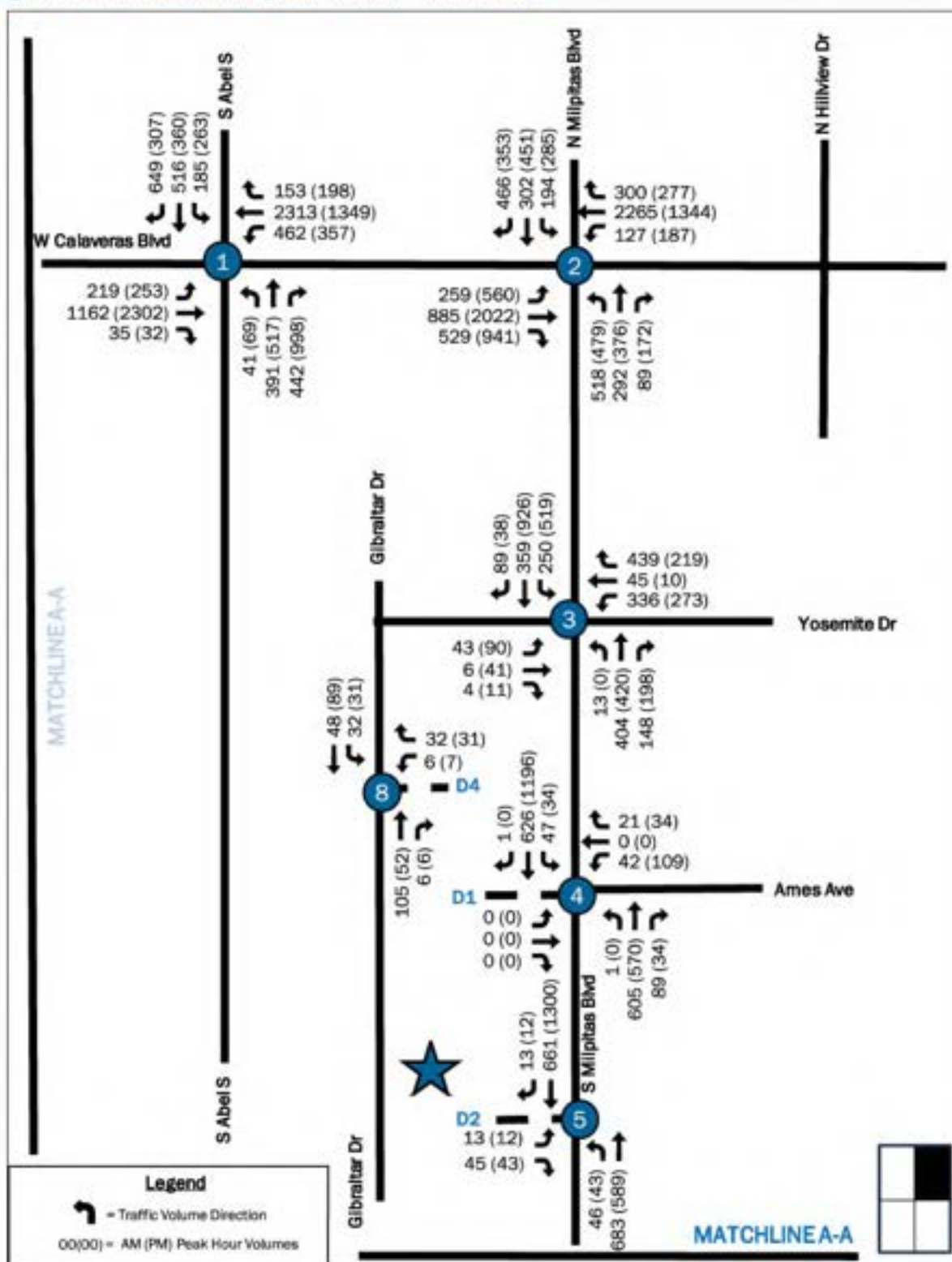


Figure 34: Horizon (2040) Build Traffic Volumes 2

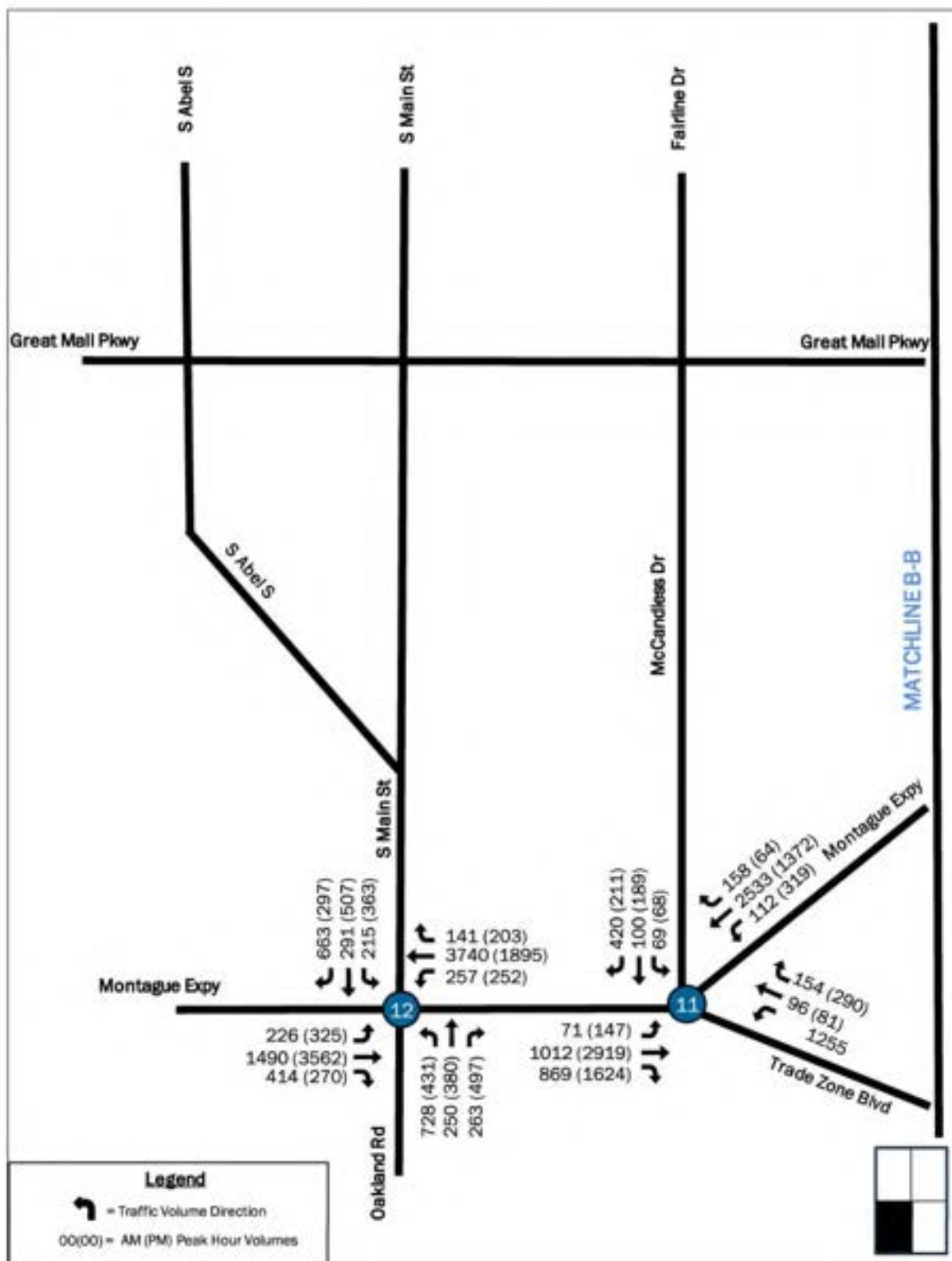
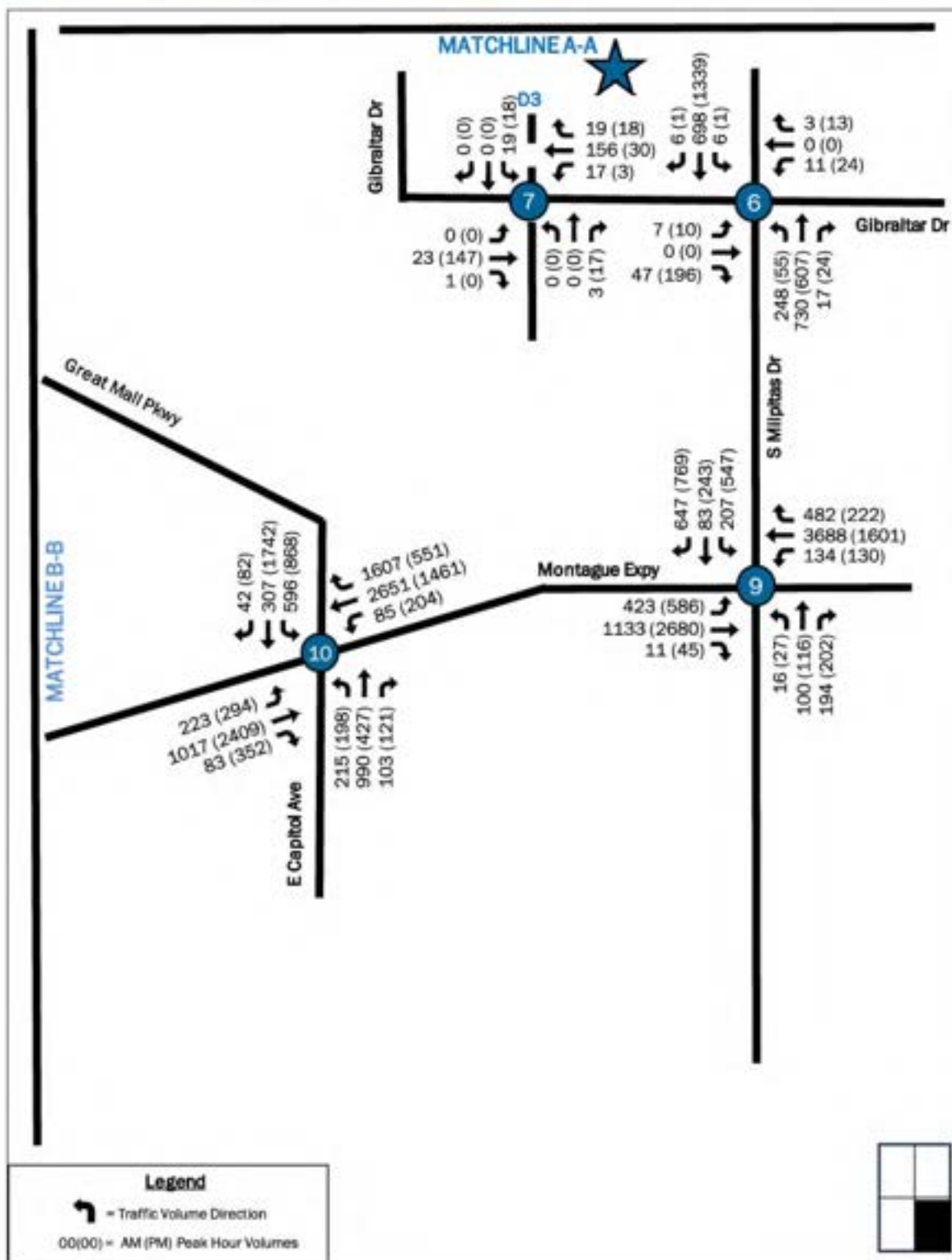


Figure 35: Horizon (2040) Build Traffic Volumes 3



D.9. Horizon Year (2040) Build with Mitigation Capacity Analysis

Mitigation measures may be considered at these non-CMP intersections. Under 2040 Horizon Year Build conditions, the intersection of South Milpitas Boulevard and Yosemite Drive is projected to operate at an overall unacceptable LOS E during the PM peak hour. However, the volume-to-capacity (v/c) ratio remained below 1.0, indicating that the unacceptable LOS is not due to a capacity constraint, but rather to the existing signal timing parameters. To address this, the signal timing was optimized by implementing a 90-second cycle length with adjusted phase splits. As a result, the intersection's LOS improved from LOS E to LOS C during the PM peak hour.

At South Milpitas Boulevard and Gibraltar Drive, the westbound approach is projected to operate at LOS E in the AM and LOS F in the PM peak hour during the 2040 Horizon year. However, since the intersection's overall LOS remains acceptable, no signal timing modifications are recommended at this time.

E. Conclusion

A new delivery center is planned for development along Gibraltar Drive in Milpitas, California. The proposed industrial building will encompass approximately 487,564 square feet and is designed to function as a last-mile distribution center. The site is expected to generate a net total of 3,812 daily trips with 260 occurring during the AM peak hour (131 inbound, 129 outbound) and 245 occurring during the PM peak hour (122 inbound, 123 outbound).

The study area includes both CMP-designated and non-CMP intersections. The following study locations are designated CMP intersections:

- West Calaveras Boulevard & South Abel Street
- East Calaveras Boulevard & Milpitas Boulevard
- South Milpitas Drive & Montague Expressway
- Great Mall Parkway/East Capitol Avenue & Montague Expressway
- Montague Expressway & McCandless Drive/Trade Center Boulevard
- Montague Expressway & South Main Street/Oakland Road

These intersections were included in the study area to reflect realistic traffic conditions. However, consistent with CMP guidelines, no project-specific mitigations were applied at these locations, regardless of queuing or capacity analysis findings.

The following study locations are not part of the CMP network:

- South Milpitas Boulevard & Yosemite Drive
- South Milpitas Boulevard & Ames Avenue/Driveway 1
- South Milpitas Boulevard & Driveway 2
- South Milpitas Boulevard & Gibraltar Drive
- Gibraltar Drive & Driveway 3
- Gibraltar Drive & Driveway 4

Adverse Effect Criteria

Per the City of Milpitas Transportation Analysis Guidelines, an adverse effect on intersection operations is identified when the addition of project-related traffic causes the operating standard to fall below LOS D, comparing baseline (No Build) to Build conditions.

For intersections already operating at LOS E or F under baseline conditions, an adverse effect is defined as either of the following:

- An increase in average critical delay of 4.0 seconds or more and an increase in the critical volume-to-capacity (V/C) ratio of 0.010 or more, or

- A decrease in average critical delay and an increase in the critical V/C ratio of 0.010 or more.

Intersections meeting either criterion are considered to experience adverse effects and should be evaluated for mitigation.

Intersection Analysis Results

A comparison of 2026 No Build to 2026 Build conditions indicates that the following CMP intersections are projected to operate at LOS E or F, with an increase in critical delay of at least 4.0 seconds and an increase in V/C ratio of 0.010 or more during the AM and/or PM peak periods:

- South Milpitas Drive & Montague Expressway
- Montague Expressway & South Main Street / Oakland Road

Under 2040 No Build vs. 2040 Build conditions, the following CMP intersections meet the same adverse effect criteria:

- East Calaveras Boulevard & Milpitas Boulevard
- South Milpitas Drive & Montague Expressway
- Montague Expressway & McCandless Drive / Trade Center Boulevard
- Montague Expressway & South Main Street / Oakland Road

Although mitigation for CMP intersections is not within the scope of this analysis, it is recommended that the City consider evaluating these locations further due to the identified operational impacts.

Non-CMP Intersections

All non-CMP intersections are projected to operate at LOS B or better under both 2026 and 2040 scenarios, with one exception. The intersection of South Milpitas Boulevard & Yosemite Drive is projected to operate at LOS E in both the 2040 No-Build and Build conditions. However, the critical delay and V/C ratio remained unchanged, and thus, no adverse effect is identified. Accordingly, no mitigation is recommended.

Summary of Findings and Recommendations

Based on the findings, the surrounding transportation network is expected to accommodate the project-generated traffic under both near-term and long-range conditions. No mitigation measures are required for non-CMP intersections, and while CMP intersections exhibit adverse effects, any potential improvements should be considered by the City in coordination with the appropriate CMP agency. A detailed capacity comparison of both the 2026 and 2040 No-Build and Build conditions is shown in Table 13 and Table 14.

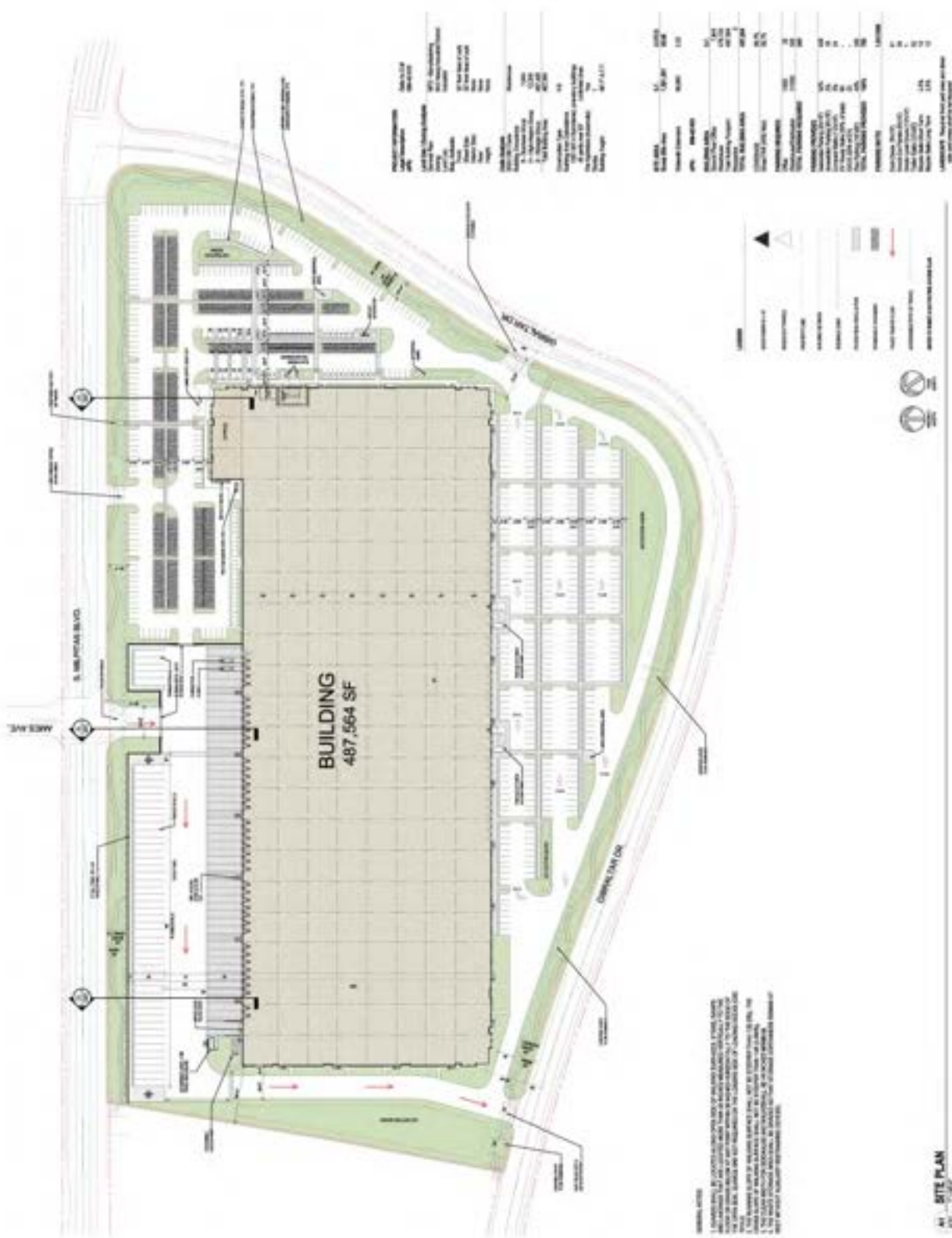
Table 13: 2026 No-Build vs Build Capacity Comparison

ID	Intersection	Peak	2026 No-Build			2026 Build			Δ 2026 Delay	Δ 2026 v/c
			Overall LOS	Critical Delay	Critical v/c	Overall LOS	Critical Delay	Critical v/c		
1	West Calaveras Boulevard & South Abel Street	AM	D	89.0	1.10	D	115.3	1.10	26.3	0.00
		PM	F	532.0	2.06	F	532.0	1.12	0.0	-0.94
2	East Calaveras Boulevard & Milpitas Boulevard	AM	D	60.6	0.90	D	60.4	0.90	-0.2	0.00
		PM	D	59.6	0.83	D	59.3	0.83	-0.3	0.00
3	South Milpitas Boulevard & Yosemite Drive	AM	C	66.0	0.91	C	66.0	0.91	0.0	0.00
		PM	C	81.8	0.98	C	81.8	0.98	0.0	0.00
4	South Milpitas Boulevard & Ames Avenue/Driveway 1	AM	A	44.9	0.84	A	134.4	0.63	89.5	-0.21
		PM	A	52.9	0.80	A	52.9	0.54	0.0	-0.26
5	South Milpitas Boulevard & Driveway 2	AM	A	8.5	0.00	B	11.5	0.10	3.0	0.10
		PM	A	0.0	-	B	14.8	0.14	14.8	N/A
6	South Milpitas Boulevard & Gibraltar Drive	AM	B	73.8	0.87	B	136.2	0.88	62.4	0.01
		PM	A	235.6	0.79	A	235.6	0.76	0.0	-0.03
7	Gibraltar Drive & Driveway 3	AM	A	8.4	0.01	B	10.0	0.03	1.6	0.02
		PM	A	9.0	0.02	A	9.8	0.02	0.8	0.00
8	Gibraltar Drive & Driveway 4	AM	A	0.0	-	A	9.5	0.05	9.5	N/A
		PM	A	0.0	-	A	9.1	0.07	9.1	N/A
9	South Milpitas Drive & Montague Expressway	AM	F	173.0	1.14	F	205.3	1.22	32.3	0.08
		PM	F	238.1	1.30	F	270.1	1.38	32.0	0.08
10	Great Mall Parkway/East Capitol Avenue & Montague Expressway	AM	F	232.4	1.38	F	232.4	1.38	0.0	0.00
		PM	E	137.5	0.96	E	135.2	0.96	-2.3	0.00
11	Montague Expressway & McCandless Drive/Trade Center Boulevard	AM	E	185.3	1.26	D	185.3	1.26	0.0	0.00
		PM	F	240.3	1.45	F	240.1	1.45	-0.2	0.00
12	Montague Expressway & South Main Street/Oakland Road	AM	E	219.8	1.27	E	219.8	1.27	0.0	0.01
		PM	D	100.1	0.88	D	100.1	0.90	0.0	0.02

Table 14: 2040 No-Build vs Build Capacity Comparison

ID	Intersection	Peak	2040 No-Build			2040 Build			Δ 2040 Delay	Δ 2040 v/c
			Overall LOS	Critical Delay	Critical v/c	Overall LOS	Critical Delay	Critical v/c		
1	West Calaveras Boulevard & South Abel Street	AM	F	316.8	1.580	F	316.8	1.580	0.0	0.000
		PM	F	912.9	2.910	F	912.9	2.910	0.0	0.000
2	East Calaveras Boulevard & Milpitas Boulevard	AM	F	202.3	1.360	F	202.3	1.360	0.0	0.000
		PM	F	159.2	1.260	F	171.8	1.290	12.6	0.030
3	South Milpitas Boulevard & Yosemite Drive	AM	D	63.3	1.100	D	107.5	1.099	44.2	0.000
		PM	E	232.8	1.393	E	232.8	1.390	0.0	0.000
4	South Milpitas Boulevard & Ames Avenue/Driveway 1	AM	A	56.6	0.730	A	134.4	0.730	77.8	0.000
		PM	A	52.8	0.610	A	52.8	0.610	0.0	0.000
5	South Milpitas Boulevard & Driveway 2	AM	A	9.1	-	B	13.2	0.122	4.1	N/A
		PM	A	0.0	-	C	20.5	0.198	20.5	N/A
6	South Milpitas Boulevard & Gibraltar Drive	AM	B	120.6	0.910	C	120.6	0.920	0.0	0.010
		PM	B	235.6	0.860	B	235.6	0.910	0.0	0.050
7	Gibraltar Drive & Driveway 3	AM	A	8.5	0.013	B	10.6	0.035	2.1	0.022
		PM	A	9.3	0.025	B	10.4	0.033	1.1	0.008
8	Gibraltar Drive & Driveway 4	AM	A	0.0	-	A	9.2	0.052	9.2	N/A
		PM	A	0.0	-	A	9.3	0.070	9.3	N/A
9	South Milpitas Drive & Montague Expressway	AM	F	369.4	1.610	F	406.5	1.690	37.1	0.080
		PM	F	472.5	1.840	F	507.2	1.920	34.7	0.080
10	Great Mall Parkway/East Capitol Avenue & Montague Expressway	AM	F	717.7	2.430	F	717.7	2.430	0.0	0.000
		PM	F	154.0	1.120	F	250.6	1.290	96.6	0.170
11	Montague Expressway & McCandless Drive/Trade Center Boulevard	AM	F	409.5	0.970	F	409.5	1.770	0.0	0.800
		PM	F	694.1	2.450	F	694.1	2.450	0.0	0.000
12	Montague Expressway & South Main Street/Oakland Road	AM	F	446.5	1.790	F	446.5	1.787	0.0	-0.003
		PM	F	216.5	1.370	F	222.5	1.390	6.0	0.020

Appendix A Site Plan



Appendix B Growth Rate Data

P_{2040} Projected volume

P_{2024} Current Volume

e = Constant

r = Growth Rate =

t = Time = 16 yrs

$$P_{2040} = P_{2024} e^{rt}$$

Average AM and PM Peak = USE 2.5% Growth

Average
AM Peak

1.14%	1.43%	1.83%	2.38%	3.01%	4.64%	4.82%	1.91%	1.99%	2.29%	3.16%	2.60%
16	16	16	16	16	16	16	16	16	16	16	

	1	2	3	4	5	6	7	8	9	10	11	
	I-880 SB Ramp/Calaveras Bvd	I-880 NB Ramp/Calaveras Bvd	Abel St/Calaveras Bvd	Milpitas Bvd/Calaveras Bvd	Hillview Dr/Calaveras Bvd	Milpitas Bvd/Yosemite Dr	Milpitas Bvd/Ames Ave	Main St/Montague Expy	Trade Zone Bvd/Montague Expy	Great Mall Pkwy/Montague Expy	Milpitas Bvd/Montague Expy	vpd
2040	4,860	5,390	5,930	6,200	5,810	2,950	2,070	7,900	6,310	7,640	7,780	vpd
2024	4,049	4,288	4,422	4,237	3,592	1,405	958	5,819	4,589	5,293	4,689	vpd

Approach

1	330	1150	660	630	140	220	80	220	270	30	420
2	190	450	770	250	270	810	960	300	90	940	430
3	1100	440	170	190	580	170	30	160	60	440	340
4	3240	3350	80	220	590	550	120	120	20	1090	220
5			2130	2200	2350	70	20	3710	2570	2130	3940
6			780	140	240	70	50	170	170	310	470
7			580	70	100	110	120	230	110	130	300
8			330	400	200	600	560	350	40	960	550
9			30	480	40	20	20	710	1210	420	160
10			90	590	70	70	50	360	940	190	180
11			110	850	1140	70	30	1380	790	800	690
12			200	180	90	190	30	190	40	200	80

P₂₀₄₀ Projected volume

P₂₀₂₄ = Current Volume

e = Constant

r = Growth Rate =

t = Time = 16 yrs

$$P_{2040} = P_{2024} e^{rt}$$

Average AM and PM Peak = USE 2.5% Growth

Average
PM Peak

1.04%	0.96%	3.33%	2.81%	2.20%	3.20%	4.49%	1.80%	0.77%	2.42%	2.51%	2.32%
16	16	16	16	16	16	16	16	16	16	16	

	1	2	3	4	5	6	7	8	9	10	11	
	I-880 SB Ramp/Calaveras Blvd	I-880 NB Ramp/Calaveras Blvd	Abel St/Calaveras Blvd	Milpitas Blvd/Calaveras Blvd	Hillview Dr/Calaveras Blvd	Milpitas Blvd/Yosemite Dr	Milpitas Blvd/Ames Ave	Main St/Montague Expy	Trade Zone Blvd/Montague Expy	Great Mall Pkwy/Montague Expy	Milpitas Blvd/Montague Expy	
2040	5,140	5,720	8,000	7,780	5,600	2,990	2,700	8,120	6,160	8,570	7,100	vpd
2024	4,350	4,906	4,693	4,963	3,937	1,793	1,316	6,087	5,445	5,823	4,748	vpd

Approach

1	190	2670	220	370	120	120	20	300	110	80	190
2	450	860	290	470	210	490	1040	910	190	1550	730
3	2840	450	180	390	320	460	120	250	60	760	200
4	1660	1740	190	260	310	200	70	180	90	470	20
5			1320	1410	1560	70	40	1220	900	1240	1590
6			490	210	270	310	140	290	250	380	190
7			1130	230	300	150	100	310	200	200	310
8			840	520	330	600	1070	360	90	680	360
9			90	700	40	20	20	250	640	310	40
10			70	790	100	310	30	590	1470	400	50
11			2660	1940	1860	70	30	3120	2060	2290	3270
12			520	490	180	190	20	340	100	210	150

Appendix C Traffic Counts

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Abel St/S Abel St & SR 237/W Calaveras Blvd/Calaveras Blvd/Carlo St
City: Milpitas
Control: Signalized

Project ID: 24-080364-003
Date: 11/19/2024

Data - Total

NS/EW Streets	N Abel St/S Abel St				N Abel St/S Abel St				SR 237/W Calaveras Blvd/Calaveras Blvd/Carlo St				SR 237/W Calaveras Blvd/Calaveras Blvd/Carlo St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	20	0	14	22	36	0	22	132	4	1	24	404	8	0	715
7:15 AM	2	31	36	0	25	26	101	0	25	139	7	3	19	471	16	0	901
7:30 AM	2	39	60	0	28	53	108	0	39	216	5	0	33	413	14	0	1029
7:45 AM	9	64	100	0	20	73	108	0	39	177	5	3	65	334	11	0	1008
8:00 AM	2	97	78	0	28	72	118	0	30	182	6	2	86	422	19	0	1142
8:15 AM	5	82	70	0	37	108	108	0	38	222	7	2	73	410	45	0	1287
8:30 AM	12	21	50	0	40	94	103	0	32	180	6	2	87	370	28	0	1025
8:45 AM	4	29	87	0	58	82	110	0	33	204	5	3	94	310	29	0	1048
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s	3.88%	42.13%	53.99%	0.00%	15.71%	33.25%	51.04%	0.00%	14.57%	81.99%	2.54%	0.90%	12.71%	82.80%	4.49%	0.00%	8075
PEAK HR	06:00 AM - 09:00 AM																TOTAL
PEAK HR VOL	23	229	285	0	163	356	439	0	133	788	24	9	340	1512	121	0	4422
PEAK HR FACTOR	0.479	0.590	0.819	0.000	0.703	0.824	0.930	0.000	0.875	0.887	0.857	0.750	0.904	0.896	0.672	0.000	0.916
	0.758				0.947				0.887				0.934				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	13	55	130	0	40	44	64	1	31	368	4	0	58	228	22	0	1057
4:15 PM	19	46	122	0	36	38	58	0	48	422	9	0	62	243	23	0	1126
4:30 PM	8	53	134	0	38	68	56	0	43	417	7	2	58	247	22	0	1153
4:45 PM	13	75	150	0	42	46	56	0	34	433	6	1	53	212	31	0	1158
5:00 PM	7	93	192	0	48	46	47	0	50	336	8	0	60	224	35	0	1146
5:15 PM	10	92	185	0	55	60	43	0	43	344	1	0	72	249	40	0	1194
5:30 PM	16	89	155	0	42	73	39	0	39	442	5	0	51	192	32	0	1195
5:45 PM	14	74	140	0	32	64	58	0	38	408	8	0	58	223	25	0	1143
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s	5.24%	30.53%	54.23%	0.00%	27.43%	36.16%	36.33%	0.08%	9.70%	88.87%	1.35%	0.08%	58.87%	71.89%	9.24%	0.00%	9172
PEAK HR	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL	40	349	688	0	187	225	205	0	166	1555	20	1	236	877	138	0	4893
PEAK HR FACTOR	0.719	0.938	0.896	0.000	0.850	0.771	0.869	0.000	0.830	0.880	0.625	0.250	0.819	0.881	0.863	0.000	0.982
	0.927				0.886				0.896				0.866				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Milpitas Blvd/S Milpitas Blvd & SR 237/E Calaveras Blvd/Calaveras Blvd
City: Milpitas
Control: Signalized

Project ID: 24-080364-004
Date: 11/19/2024

Data - Total

NS/EW Streets:	N Milpitas Blvd/S Milpitas Blvd				N Milpitas Blvd/S Milpitas Blvd				SR 237/E Calaveras Blvd/Calaveras Blvd				SR 237/E Calaveras Blvd/Calaveras Blvd			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	2	2	1	0	2	2	1	0	2	3	1	0	1	2	1	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
7:00 AM	64	17	9	0	9	19	43	0	22	83	34	1	6	355	23	2
7:15 AM	55	18	10	0	6	18	68	0	22	100	53	1	12	430	29	4
7:30 AM	44	21	12	0	15	29	70	0	30	182	76	0	12	347	28	2
7:45 AM	66	32	9	0	22	40	47	0	38	142	94	0	12	382	38	7
8:00 AM	99	51	10	1	35	34	77	0	39	149	75	0	18	360	63	7
8:15 AM	86	70	12	0	37	52	88	0	53	159	110	1	8	396	51	10
8:30 AM	75	44	20	0	35	58	102	1	43	146	56	0	13	388	50	4
8:45 AM	83	27	30	1	34	43	75	0	43	137	97	0	20	331	48	4
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s:	572	280	112	2	195	313	578	1	290	1158	615	3	99	2989	327	40
	59.21%	28.99%	11.55%	0.21%	18.07%	29.01%	52.83%	0.09%	14.04%	58.05%	29.77%	0.15%	2.87%	86.51%	9.46%	1.16%
PEAK HR:	06:00 AM - 09:00 AM															
PEAK HR VOL:	343	192	72	2	141	287	342	1	178	651	338	1	37	1475	212	25
PEAK HR FACTOR:	0.866	0.686	0.606	0.500	0.953	0.892	0.838	0.250	0.840	0.826	0.768	0.250	0.713	0.931	0.841	0.625
	0.906				0.881				0.866				0.951			
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Project ID: 24-080364-006
Date: 11/15/2024

Data - Total																	
NS/EW Streets	S Majitas Blvd				S Majitas Blvd				Yosemite Dr				Yosemite Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	7:00 AM	2	49	14	0	22	40	5	0	1	1	0	0	36	4	33	0
	7:15 AM	0	29	8	0	18	44	10	0	2	0	0	0	37	5	27	0
	7:30 AM	1	42	16	0	33	63	7	0	1	1	0	0	48	6	37	0
	7:45 AM	3	58	26	0	34	56	8	0	1	0	2	0	61	3	57	0
	8:00 AM	0	72	28	0	49	47	6	0	4	2	0	0	61	9	97	0
	8:15 AM	3	71	23	0	59	62	13	0	1	0	0	0	58	8	77	0
	8:30 AM	3	63	23	0	26	67	11	0	2	2	1	0	47	10	65	0
8:45 AM	1	84	23	0	36	64	13	0	2	2	2	0	39	6	63	0	
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
APPROACH %'s	1.99%	71.11%	24.99%	0.00%	34.77%	56.01%	9.23%	0.00%	51.85%	29.63%	18.52%	0.00%	43.29%	5.70%	51.01%	0.00%	
PEAK HR	08:00 AM - 09:00 AM				130				43				0				
PEAK HR VOL	290				340				6				3				
PEAK HR FACTOR	0.583				0.896				0.750				0.808				
	0.932				0.845				0.750				0.808				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	4:30 PM	0	68	27	0	81	108	4	0	13	1	1	0	37	1	35	0
	4:15 PM	0	47	27	0	76	109	4	0	6	1	1	0	36	0	39	0
	4:30 PM	1	90	29	0	75	105	5	0	18	11	7	0	32	0	34	0
	4:45 PM	1	86	29	0	77	109	2	0	10	11	2	0	37	3	44	0
	5:00 PM	0	55	29	0	85	136	2	0	12	10	3	0	43	5	44	0
	5:15 PM	0	95	44	0	82	139	1	0	10	7	2	0	40	0	36	0
	5:30 PM	0	65	29	0	84	163	1	0	9	5	2	0	51	1	33	0
5:45 PM	0	80	31	0	98	158	1	0	9	6	1	0	52	1	39	1	
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
APPROACH %'s	0.25%	56.66%	24.00	0.00%	65.8	104.7	17	0	47	34	21	0	32.5	11	300	1	
PEAK HR	05:00 PM - 06:00 PM				349				616				3				
PEAK HR VOL	275				123				0				183				
PEAK HR FACTOR	0.000				0.724				0.756				0.000				
	0.734				0.896				0.945				0.625				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Milpitas Blvd & Gibraltar Dr/ABC Printing Dwy
City: Milpitas
Control: Signalized

Project ID: 24-080384-000
Date: 11/19/2024

Data - Total

NS/EW Streets	S Milpitas Blvd				S Milpitas Blvd				Gibraltar Dr/ABC Printing Dwy				Gibraltar Dr/ABC Printing Dwy			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
7:00 AM	35	76	4	8	2	67	0	0	1	0	6	0	2	0	2	0
7:15 AM	27	67	3	9	1	76	7	0	0	0	4	0	8	0	2	0
7:30 AM	39	69	0	15	0	109	2	0	0	0	4	0	0	0	4	0
7:45 AM	49	112	0	2	0	126	1	0	2	0	3	0	0	0	0	0
8:00 AM	28	125	0	3	0	104	0	0	1	0	2	0	0	0	0	0
8:15 AM	32	117	10	0	3	110	1	0	1	0	2	0	8	0	1	0
8:30 AM	35	107	1	0	1	100	2	0	1	0	7	0	0	0	1	0
8:45 AM	29	131	0	1	0	90	2	0	1	0	4	0	0	0	0	0
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s	274	804	18	38	7	782	15	0	7	0	32	0	38	0	11	0
PEAK HR	24.16%	70.90%	1.59%	3.15%	0.87%	97.26%	1.87%	0.00%	17.95%	0.00%	92.05%	0.00%	67.97%	0.00%	37.93%	0.00%
PEAK HR VOL	144	461	11	5	4	440	4	0	5	0	14	0	8	0	2	0
PEAK HR FACTOR	0.735	0.922	0.275	0.417	0.333	0.873	0.500	0.000	0.625	0.000	0.500	0.000	0.250	0.000	0.500	0.000
	0.952				0.882				0.594				0.278			
TOTAL																
1098																
0.931																
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
4:00 PM	3	87	3	1	3	159	1	0	1	0	21	0	0	0	1	0
4:15 PM	3	77	10	0	10	159	0	0	0	0	17	0	2	0	0	0
4:30 PM	5	96	1	0	0	170	1	0	8	0	60	0	1	0	2	0
4:45 PM	10	113	1	0	1	175	0	0	5	0	31	0	1	0	1	0
5:00 PM	8	87	2	0	0	213	1	0	3	0	34	0	0	0	1	0
5:15 PM	4	123	3	0	0	210	0	0	1	0	32	0	0	0	2	0
5:30 PM	4	85	8	1	1	230	0	0	2	0	34	0	10	0	5	0
5:45 PM	3	85	3	1	0	218	0	0	1	0	13	0	6	0	1	0
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s	40	753	31	3	15	1536	3	0	21	0	244	0	29	0	13	0
PEAK HR	4.94%	91.05%	7.73%	0.36%	0.97%	98.84%	0.19%	0.00%	7.92%	0.00%	92.08%	0.00%	60.61%	0.00%	39.39%	0.00%
PEAK HR VOL	20	408	14	1	2	830	1	0	11	0	131	0	11	0	9	0
PEAK HR FACTOR	0.650	0.829	0.438	0.250	0.500	0.902	0.250	0.000	0.550	0.000	0.963	0.000	0.275	0.000	0.450	0.000
	0.863				0.962				0.999				0.333			
TOTAL																
1444																
0.950																

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Milpitas Blvd & CR 64/Montague Expy
City: Milpitas
Control: Signalized

Project ID: 24-080384-013
Date: 11/19/2024

Data - Total

NS/EW Streets	S Milpitas Blvd				S Milpitas Blvd				CR 64/Montague Expy				CR 64/Montague Expy			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NLU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
7:00 AM	2	2	0	0	2	1	0	0	2	3.5	0.5	0	2	4	1	0
7:15 AM	2	0	12	0	16	9	61	0	34	96	0	4	5	460	65	3
7:30 AM	1	14	21	0	25	6	62	0	43	96	2	3	7	538	48	3
7:45 AM	4	8	16	0	23	10	95	0	38	130	0	0	9	717	66	3
8:00 AM	2	18	34	0	25	18	103	0	37	182	3	9	21	684	81	2
8:15 AM	2	19	27	0	34	12	93	0	67	229	2	5	18	599	65	6
8:30 AM	3	22	42	0	26	15	116	0	50	171	1	3	13	580	70	3
8:45 AM	3	8	27	0	28	10	102	0	64	181	2	9	22	611	82	5
8:55 AM	5	24	21	0	34	12	81	0	71	178	1	14	15	489	90	13
TOTAL VOLUMES	NL	NT	NR	NLU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s	22	22	262	0	211	93	693	0	424	1263	11	47	110	4688	567	37
PEAK HR	6.40%	34.88%	58.72%	0.00%	21.16%	9.73%	69.51%	0.00%	24.30%	72.38%	0.83%	2.69%	2.94%	86.79%	12.50%	0.68%
PEAK HR VOL	10	68	130	0	113	56	414	0	238	763	8	26	74	2484	296	16
PEAK HR FACTOR	0.833	0.773	0.774	0.000	0.831	0.737	0.892	0.000	0.888	0.833	0.667	0.722	0.841	0.908	0.909	0.667
	0.726				0.928				0.854				0.911			
	TOTAL				TOTAL				TOTAL				TOTAL			
	4688				4688				4688				4688			
	0.946				0.946				0.946				0.946			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NLU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
4:00 PM	1	12	26	0	58	17	104	0	38	427	3	11	25	243	27	2
4:15 PM	1	13	24	0	71	24	95	0	85	294	5	15	20	284	25	2
4:30 PM	2	23	31	0	98	23	137	0	78	443	2	21	22	288	33	2
4:45 PM	7	22	36	0	67	27	105	0	60	458	6	11	22	307	33	0
5:00 PM	1	20	32	0	134	30	118	0	85	454	6	22	13	270	29	2
5:15 PM	5	23	40	0	85	54	112	0	64	464	12	32	15	240	40	2
5:30 PM	10	18	39	0	67	24	140	0	77	462	7	30	24	274	23	4
5:45 PM	2	16	29	0	77	55	126	0	93	426	9	14	28	294	33	2
TOTAL VOLUMES	NL	NT	NR	NLU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s	29	29	253	0	637	255	938	0	537	3508	46	156	167	2262	243	16
PEAK HR	6.76%	34.27%	58.97%	0.00%	34.81%	13.93%	51.26%	0.00%	12.64%	82.60%	1.08%	3.67%	6.35%	83.79%	9.25%	0.61%
PEAK HR VOL	13	67	139	0	364	185	472	0	287	1819	26	86	72	1105	135	8
PEAK HR FACTOR	0.536	0.946	0.869	0.000	0.798	0.625	0.861	0.000	0.854	0.980	0.542	0.672	0.818	0.900	0.844	0.750
	0.886				0.923				0.937				0.912			
	TOTAL				TOTAL				TOTAL				TOTAL			
	4748				4748				4748				4748			
	0.983				0.983				0.983				0.983			

National Data & Surveying Services

Intersection Turning Movement Count

Location: E Capitol Ave/Great Mall Pkwy & CR G4/Montague Expy
City: Milpitas
Control: Signalized

Project ID: 24-080384-004
Date: 11/19/2024

Data - Total

NS/EW Streets	E Capitol Ave/Great Mall Pkwy				E Capitol Ave/Great Mall Pkwy				CR G4/Montague Expy				CR G4/Montague Expy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2	3	1	0	2	3	1	0	2	4	1	0	2	4	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	51	58	11	1	33	19	6	0	5	109	8	5	2	394	91	3	796
7:15 AM	48	74	13	0	49	27	4	0	17	110	21	14	2	473	176	2	1030
7:30 AM	35	133	13	0	71	24	10	1	21	114	12	8	3	529	250	6	1235
7:45 AM	44	150	14	0	99	38	5	0	31	189	12	9	4	446	270	4	1295
8:00 AM	44	178	10	0	107	72	9	0	28	191	11	5	2	448	270	2	1377
8:15 AM	38	155	20	0	102	50	9	1	27	185	21	10	6	451	275	13	1343
8:30 AM	19	184	17	0	93	47	6	0	26	147	12	14	14	428	267	4	1278
8:45 AM	33	152	22	1	98	58	7	0	28	142	16	11	16	281	224	5	1092
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s	20.55%	71.41%	7.91%	0.13%	62.39%	32.06%	5.38%	0.13%	11.93%	75.61%	7.45%	5.07%	0.91%	64.29%	34.07%	0.73%	9446
PEAK HR	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL	145	567	61	0	401	287	29	1	112	672	56	38	26	1773	1082	23	5293
PEAK HR FACTOR	0.834	0.906	0.763	0.000	0.937	0.719	0.806	0.250	0.903	0.880	0.667	0.679	0.464	0.983	0.984	0.442	0.961
	0.941				0.848				0.934				0.924				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2	3	1	0	2	3	1	0	2	4	1	0	2	4	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	32	84	15	1	146	220	15	0	34	230	17	9	17	218	75	3	1256
4:15 PM	32	66	21	0	150	290	9	0	35	216	69	11	28	206	87	4	1318
4:30 PM	26	65	19	1	141	260	22	0	33	290	72	10	32	259	104	4	1445
4:45 PM	29	85	23	1	143	293	19	0	41	311	86	8	34	233	104	3	1460
5:00 PM	26	77	17	1	151	288	17	0	36	363	45	16	36	227	88	5	1462
5:15 PM	45	62	21	1	143	266	14	0	47	443	68	9	20	253	88	6	1487
5:30 PM	29	81	13	1	138	296	10	0	32	399	73	12	31	243	90	6	1454
5:45 PM	30	67	22	0	151	314	14	1	38	406	50	18	19	249	105	6	1480
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s	24.10%	58.27%	15.12%	0.50%	33.05%	63.51%	3.41%	0.03%	7.25%	77.70%	12.69%	2.36%	6.91%	65.83%	25.87%	1.30%	11311
PEAK HR	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL	130	267	73	3	583	1174	55	1	143	1610	237	55	108	972	371	23	5853
PEAK HR FACTOR	0.722	0.886	0.830	0.750	0.965	0.935	0.809	0.250	0.763	0.969	0.812	0.764	0.736	0.960	0.883	0.958	0.979
	0.955				0.944				0.900				0.971				

National Data & Surveying Services

Intersection Turning Movement Count

Location: McCandless Dr/Trade Zone Blvd & CR 64/Montague Exp
 City: Millis
 Control: Signalized

Project ID: 24-080384-015
 Date: 11/19/2024

Data - Total

NS/EW Streets	McCandless Dr/Trade Zone Blvd				McCandless Dr/Trade Zone Blvd				CR 64/Montague Exp				CR 64/Montague Exp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2.5	0.5	1	0	1.5	0.5	1	0	1	3	1	0	1	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	160	2	15	0	3	3	28	0	8	118	109	0	13	478	4	2	935
7:15 AM	128	4	15	0	3	7	37	0	6	141	120	1	11	484	9	0	966
7:30 AM	205	5	17	0	5	8	42	0	4	122	150	0	21	487	10	4	1080
7:45 AM	218	9	37	0	6	13	52	0	11	158	170	0	17	452	6	3	1152
8:00 AM	199	12	26	0	8	21	65	0	10	200	170	0	14	446	12	5	1188
8:15 AM	185	14	21	0	11	19	83	0	13	177	112	1	14	456	33	2	1301
8:30 AM	243	30	20	0	22	15	83	0	13	134	133	0	17	379	56	3	1148
8:45 AM	215	6	19	0	17	27	109	0	6	117	149	1	18	367	12	6	1009
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s	1553	82	170	0	75	113	499	0	71	1159	1113	3	125	3509	142	25	8639
	86.04%	4.94%	9.43%	0.00%	10.92%	16.45%	72.63%	0.00%	3.03%	49.40%	47.44%	0.13%	3.29%	92.32%	3.74%	0.66%	
PEAK HR	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL	845	65	104	0	47	68	283	0	47	669	585	1	62	1693	107	13	4589
PEAK HR FACTOR	0.869	0.542	0.703	0.000	0.534	0.810	0.852	0.000	0.904	0.836	0.860	0.250	0.912	0.936	0.478	0.650	0.966
	0.865				0.829				0.857				0.981				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2.5	0.5	1	0	1.5	0.5	1	0	1	3	1	0	1	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	125	10	41	0	8	11	41	0	25	414	293	5	45	246	8	12	1281
4:15 PM	121	16	45	0	6	27	28	0	25	432	296	2	37	208	6	5	1254
4:30 PM	163	18	40	0	9	27	25	0	38	401	286	3	39	255	13	13	1320
4:45 PM	113	23	49	0	5	30	28	0	30	495	309	0	45	192	7	4	1336
5:00 PM	138	18	40	0	12	28	43	0	22	539	248	1	40	227	8	5	1378
5:15 PM	145	13	39	0	13	33	33	0	15	478	258	0	53	238	15	3	1362
5:30 PM	150	19	40	0	11	39	33	0	14	455	278	1	53	214	7	3	1315
5:45 PM	130	13	47	0	10	28	33	0	33	482	309	3	59	233	13	3	1390
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s	1065	121	339	0	74	243	264	0	208	3696	2276	15	365	1813	74	30	10636
	86.44%	7.78%	23.78%	0.00%	12.74%	41.82%	45.44%	0.00%	3.36%	56.64%	36.76%	0.24%	15.86%	78.76%	3.21%	2.17%	
PEAK HR	05:00 PM - 05:00 PM																TOTAL
PEAK HR VOL	363	54	195	0	46	128	142	0	94	1994	1094	5	199	912	43	16	5445
PEAK HR FACTOR	0.938	0.750	0.826	0.000	0.885	0.821	0.826	0.000	0.712	0.906	0.885	0.417	0.939	0.958	0.717	0.800	0.979
	0.914				0.952				0.951				0.940				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Main St/Oakland Rd & CR G4/Montague Exp
 City: Milpitas
 Control: Signalized

Project ID: 24-080384-006
 Date: 11/19/2024

Data - Total

NS/EW Streets	S Main St/Oakland Rd				S Main St/Oakland Rd				CR G4/Montague Exp				CR G4/Montague Exp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2	2	1	0	2	2	1	0	2	3	1	0	2	3	1	0	
	NL	NT	NR	NLU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	68	33	25	0	26	19	62	2	13	172	47	10	29	593	12	2	1133
7:15 AM	76	12	17	0	15	18	62	0	18	239	62	11	32	607	17	3	1185
7:30 AM	100	33	25	0	25	25	90	1	15	229	32	12	36	647	11	2	1363
7:45 AM	130	38	49	0	39	44	112	1	25	246	67	13	45	627	14	2	1452
8:00 AM	129	45	49	0	40	37	103	2	28	296	72	9	31	682	21	1	1544
8:15 AM	109	55	41	0	26	56	125	2	26	230	62	12	33	636	24	4	1441
8:30 AM	122	30	29	0	34	59	106	1	29	228	76	10	42	571	36	7	1382
8:45 AM	123	40	29	0	42	66	140	3	23	180	101	7	56	613	19	3	1446
TOTAL VOLUMES	NL	NT	NR	NLU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s	859	286	264	0	247	324	801	12	177	1813	541	84	304	4976	154	24	10866
	60.97%	20.30%	18.74%	0.00%	17.85%	23.41%	57.88%	0.82%	5.77%	66.33%	20.69%	3.77%	5.57%	91.17%	2.82%	0.44%	
PEAK HR	07-05 AM - 08-05 AM																TOTAL
PEAK HR VOL	490	158	168	0	139	196	446	6	108	999	279	44	151	2516	95	14	5819
PEAK HR FACTOR	0.942	0.764	0.857	0.000	0.868	0.831	0.892	0.750	0.931	0.847	0.894	0.846	0.839	0.922	0.660	0.500	0.942
	0.926				0.941				0.885				0.944				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2	2	1	0	2	2	1	0	2	3	1	0	2	3	1	0	
	NL	NT	NR	NLU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	76	46	64	0	62	44	64	2	40	598	49	7	25	298	21	0	1398
4:15 PM	67	63	53	0	40	77	60	2	53	629	70	11	45	332	39	0	1441
4:30 PM	81	56	73	0	53	76	45	1	56	602	43	14	43	286	45	2	1546
4:45 PM	80	53	81	0	62	64	67	1	56	644	94	10	32	304	27	0	1524
5:00 PM	82	52	81	0	64	63	49	1	43	601	36	8	39	275	30	1	1524
5:15 PM	70	67	71	0	45	90	48	4	54	627	54	8	45	305	38	1	1527
5:30 PM	66	72	83	0	63	94	52	2	49	580	38	6	37	282	32	0	1456
5:45 PM	72	65	81	0	66	95	51	0	43	588	54	8	36	311	37	2	1509
TOTAL VOLUMES	NL	NT	NR	NLU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s	396	474	572	0	495	626	438	13	380	4869	398	72	302	2503	269	7	11977
	36.19%	28.78%	35.03%	0.00%	29.74%	40.92%	28.50%	0.85%	6.64%	85.14%	6.96%	1.26%	9.80%	81.24%	8.73%	0.23%	
PEAK HR	04-15 PM - 05-15 PM																TOTAL
PEAK HR VOL	302	224	278	0	219	303	223	5	194	2478	203	43	139	1307	141	4	6087
PEAK HR FACTOR	0.945	0.889	0.764	0.000	0.885	0.871	0.825	0.625	0.866	0.961	0.725	0.768	0.883	0.875	0.793	0.500	0.988
	0.902				0.862				0.955				0.903				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Milpitas Blvd & Ames Ave/East Project Center Dwy
City: Milpitas
Control: Signalized

Project ID: 24-080364-006
Date: 11/19/2024

Data - Total

NS/EW Streets	S Milpitas Blvd				S Milpitas Blvd				Ames Ave/East Project Center Dwy				Ames Ave/East Project Center Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	73	12	0	10	57	0	0	0	0	0	0	12	0	0	0	170
7:15 AM	0	49	17	0	9	76	0	0	0	0	0	0	10	0	0	0	170
7:30 AM	0	55	19	0	7	104	0	0	0	0	0	0	11	0	0	0	200
7:45 AM	0	97	16	0	4	112	0	0	0	0	0	0	10	0	0	0	240
8:00 AM	0	105	11	0	7	100	0	0	0	0	0	0	4	0	0	0	232
8:15 AM	0	106	18	0	11	104	0	0	0	0	0	0	10	0	0	0	252
8:30 AM	0	90	15	0	9	97	0	0	0	0	0	0	5	0	0	0	219
8:45 AM	0	115	18	0	18	87	0	0	0	0	0	0	7	0	10	0	255
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s	0	691	126	0	75	737	0	0	0	0	0	0	69	0	43	0	1741
	0.00%	84.58%	15.42%	0.00%	9.24%	90.76%	0.00%	0.00%					61.81%	0.00%	38.19%	0.00%	
PEAK HR	06:00 AM - 09:00 AM																TOTAL
PEAK HR VOL	0	417	62	0	45	388	0	0	0	0	0	0	26	0	20	0	958
PEAK HR FACTOR	0.000	0.907	0.861	0.000	0.625	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.650	0.000	0.500	0.000	0.939
	0.900				0.941								0.626				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	75	15	0	10	123	0	0	0	0	0	0	28	0	10	0	271
4:15 PM	0	62	9	0	11	129	0	0	0	0	0	0	30	0	8	0	259
4:30 PM	0	103	11	0	6	152	0	0	0	0	0	0	20	0	11	0	303
4:45 PM	0	111	4	0	7	154	0	0	0	0	0	0	25	0	3	0	304
5:00 PM	0	92	3	0	8	182	0	0	0	0	0	0	29	0	8	0	324
5:15 PM	0	107	11	0	5	192	0	0	0	0	0	0	17	0	9	0	341
5:30 PM	0	88	4	0	6	215	0	0	0	0	0	0	21	0	3	0	337
5:45 PM	0	89	5	0	3	208	0	0	0	0	0	0	6	0	3	0	314
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s	0	727	62	0	57	1376	0	0	0	0	0	0	176	0	55	0	2453
	0.00%	92.14%	7.86%	0.00%	3.98%	96.02%	0.00%	0.00%					76.19%	0.00%	23.81%	0.00%	
PEAK HR	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL	0	376	23	0	23	798	0	0	0	0	0	0	73	0	23	0	1318
PEAK HR FACTOR	0.000	0.879	0.523	0.000	0.619	0.928	0.000	0.000	0.000	0.000	0.000	0.000	0.629	0.000	0.839	0.000	0.965
	0.845				0.929								0.648				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Milpitas Blvd & Ames Ave/Eco Office Drwy/East Project S Drwy
 City: Milpitas
 Control: No Control

Project ID: 24-080364-000
 Date: 11/19/2024

Data - Total

NS/EW Streets	S Milpitas Blvd				S Milpitas Blvd				Ames Ave/Eco Office Drwy/East Project S Drwy				Ames Ave/Eco Office Drwy/East Project S Drwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	79	1	0	0	68	0	0	0	0	0	0	0	0	0	0	148
7:15 AM	0	66	3	0	0	87	0	0	0	0	0	0	0	0	0	0	156
7:30 AM	0	72	0	0	0	111	0	0	0	0	1	0	0	0	2	0	186
7:45 AM	0	113	2	0	0	125	0	0	0	0	0	0	0	0	0	0	240
8:00 AM	1	119	3	0	0	104	0	0	0	0	0	0	0	0	0	0	227
8:15 AM	0	121	1	0	0	115	0	0	0	0	0	0	0	0	1	0	238
8:30 AM	0	107	1	0	1	101	0	0	0	0	0	0	0	0	0	0	210
8:45 AM	0	131	2	0	0	95	0	0	0	0	0	0	0	0	0	0	224
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s	1	808	13	0	1	802	0	0	0	0	1	0	0	0	3	0	1629
	0.12%	98.32%	1.58%	0.00%	0.12%	99.88%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL	1	460	7	0	1	445	0	0	0	0	0	0	0	0	1	0	915
PEAK HR FACTOR	0.250	0.950	0.583	0.000	0.250	0.890	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.953

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	90	1	0	0	139	0	1	0	0	0	0	0	0	2	0	256
4:15 PM	0	70	0	0	0	160	0	0	0	0	0	0	0	0	0	0	239
4:30 PM	0	113	0	0	0	172	0	0	0	0	0	0	0	0	0	0	285
4:45 PM	0	116	0	0	0	175	0	0	0	0	0	0	0	0	0	0	291
5:00 PM	0	93	0	0	0	217	0	0	0	0	0	0	0	0	0	0	310
5:15 PM	0	124	0	0	0	209	0	0	0	0	0	0	0	0	0	0	333
5:30 PM	0	89	1	0	0	235	0	0	0	0	0	0	0	0	0	0	325
5:45 PM	0	91	0	0	0	215	0	0	0	0	0	0	0	0	0	0	306
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s	0	786	3	0	0	1551	0	1	0	0	0	0	0	0	3	0	2345
	0.00%	99.75%	0.25%	0.00%	0.00%	99.94%	0.00%	0.06%	0.00%	0.00%	0.00%	0.00%	60.00%	0.00%	40.00%	0.00%	
PEAK HR	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL	0	397	1	0	0	876	0	0	0	0	0	0	0	0	0	0	1274
PEAK HR FACTOR	0.000	0.800	0.250	0.000	0.000	0.932	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.956

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mipitas Town Center Drwy/1000 Gibraltar Dr Drwy/South Project Drwy & Gibraltar Dr
 City: Mipitas
 Control: 1-Way Stop(NB)

Project ID: 24-080364-011
 Date: 11/19/2024

Data - Total

NS/EW Streets:	Mipitas Town Center Drwy/1000 Gibraltar Dr Drwy/South Project Drwy				Mipitas Town Center Drwy/1000 Gibraltar Dr Drwy/South Project Drwy				Gibraltar Dr				Gibraltar Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	4	0	0	0	0	0	0	4	1	0	11	16	0	0	36
7:15 AM	0	0	0	0	0	0	0	0	0	5	2	0	1	13	0	0	21
7:30 AM	0	0	1	0	0	0	0	0	0	4	0	0	3	16	0	0	24
7:45 AM	0	0	1	0	0	0	0	0	0	2	0	0	5	30	0	0	38
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	3	20	0	0	25
8:15 AM	0	0	1	0	0	0	0	0	0	1	1	0	2	24	0	0	29
8:30 AM	0	0	0	0	0	0	0	0	0	6	0	0	1	27	0	0	34
8:45 AM	0	0	1	0	0	0	0	0	0	4	0	0	1	24	0	0	30
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0.00%	0.00%	100.00%	0.00%	0	0	0	0	0	28	4	0	27	170	0	0	237
PEAK HR:	07:15 AM - 08:45 AM																TOTAL
PEAK HR VOL:	0	0	2	0	0	0	0	0	0	13	1	0	11	181	0	0	126
PEAK HR FACTOR:	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.458	0.250	0.000	0.550	0.842	0.000	0.000	0.829
	0.500								0.500				0.800				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	4	0	0	0	0	0	0	16	0	0	0	5	0	0	25
4:15 PM	0	0	2	0	0	0	0	0	0	12	0	0	1	2	0	0	17
4:30 PM	0	0	4	0	0	0	0	0	0	40	0	0	0	5	0	0	49
4:45 PM	0	0	2	0	0	0	0	0	0	25	0	0	2	8	0	0	37
5:00 PM	0	0	6	0	0	0	0	0	0	22	0	0	1	7	0	0	36
5:15 PM	0	0	1	0	0	0	0	0	0	28	0	0	1	2	0	0	32
5:30 PM	0	0	2	0	0	0	0	0	0	29	0	0	0	4	0	0	35
5:45 PM	0	0	2	0	0	0	0	0	0	15	0	0	0	3	0	0	20
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	0	23	0	0	0	0	0	0	187	0	0	5	36	0	0	251
PEAK HR:	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL:	0	0	13	0	0	0	0	0	0	119	0	0	4	22	0	0	154
PEAK HR FACTOR:	0.000	0.000	0.542	0.000	0.000	0.000	0.000	0.000	0.000	0.719	0.000	0.000	0.500	0.668	0.000	0.000	0.786
	0.542								0.719				0.650				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gibraltar Dr & 909 Bldg 4 Drwy/West Project North Drwy
 City: Milpitas
 Control: No Control

Project ID: 24-080364-002
 Date: 11/21/2024

Data - Total

NS/EW Streets:	Gibraltar Dr				Gibraltar Dr				909 Bldg 4 Drwy/West Project North Drwy				909 Bldg 4 Drwy/West Project North Drwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	10	0	0	0	5	0	0	0	0	0	0	0	0	0	0	15
7:15 AM	0	6	0	0	0	7	0	0	0	0	0	0	0	0	0	0	13
7:30 AM	0	12	0	0	0	5	0	0	0	0	0	0	0	0	0	0	17
7:45 AM	0	22	0	0	0	10	0	0	0	0	0	0	0	0	0	0	32
8:00 AM	0	13	0	0	0	7	0	0	0	0	0	0	0	0	0	0	20
8:15 AM	0	17	0	0	0	7	0	0	0	0	0	0	0	0	0	0	24
8:30 AM	0	18	0	0	0	8	0	0	0	0	0	0	0	0	0	0	26
8:45 AM	0	16	0	0	0	9	0	0	0	0	0	0	0	0	0	0	25
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	114	0	0	0	58	0	0	0	0	0	0	0	0	0	0	172
PEAK HR :	07:45 AM - 08:45 AM				07:45 AM - 08:45 AM				07:45 AM - 08:45 AM				07:45 AM - 08:45 AM				TOTAL
PEAK HR VOL :	0	70	0	0	0	32	0	0	0	0	0	0	0	0	0	0	102
PEAK HR FACTOR :	0.000	0.795	0.000	0.000	0.000	0.800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.797
	0.795				0.800				0.800				0.800				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	17
4:15 PM	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	12
4:30 PM	0	14	0	0	0	38	0	0	0	0	0	0	0	0	0	0	52
4:45 PM	0	8	0	0	0	14	0	0	0	0	0	0	0	0	0	0	22
5:00 PM	0	10	0	0	0	14	0	0	0	0	0	0	0	0	0	0	24
5:15 PM	0	7	0	0	0	20	0	0	0	0	0	0	0	0	0	0	27
5:30 PM	0	13	0	0	0	23	0	0	0	0	0	0	0	0	0	0	36
5:45 PM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	198
PEAK HR :	04:30 PM - 05:30 PM				04:30 PM - 05:30 PM				04:30 PM - 05:30 PM				04:30 PM - 05:30 PM				TOTAL
PEAK HR VOL :	0	39	0	0	0	86	0	0	0	0	0	0	0	0	0	0	125
PEAK HR FACTOR :	0.000	0.696	0.000	0.000	0.000	0.566	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.601
	0.696				0.566				0.566				0.566				

Appendix D Synchro Reports

D1 – Existing Conditions 2024

HCM 7th Signalized Intersection Summary
1: S Abel S/N Abel St & W Calaveras Blvd

1000 Gibraltar Dr - LTA
Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	148	761	24	311	1536	103	28	264	298	125	347	437
Future Volume (veh/h)	148	761	24	311	1536	103	28	264	298	125	347	437
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	161	827	0	338	1670	0	30	287	324	136	377	475
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	1706		364	2177		47	775	346	162	1005	448
Arrive On Green	0.11	0.33	0.00	0.20	0.43	0.00	0.03	0.22	0.22	0.09	0.28	0.28
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	161	827	0	338	1670	0	30	287	324	136	377	475
Grp Sat Flow(s), veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.6	15.4	0.0	22.4	33.5	0.0	2.0	8.2	24.1	9.0	10.2	33.9
Cycle Q Clear(g_c), s	10.6	15.4	0.0	22.4	33.5	0.0	2.0	8.2	24.1	9.0	10.2	33.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	192	1706		364	2177		47	775	346	162	1005	448
V/C Ratio(X)	0.84	0.48		0.93	0.77		0.64	0.37	0.94	0.84	0.38	1.06
Avail Cap(c_a), veh/h	465	1706		383	2177		197	779	347	168	1005	448
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	31.7	0.0	46.9	29.3	0.0	57.9	39.9	46.1	53.7	34.5	43.0
Incr Delay (d2), s/veh	9.2	1.0	0.0	28.0	2.7	0.0	13.6	0.3	32.4	29.2	0.2	59.3
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	5.2	6.4	0.0	12.5	13.6	0.0	1.1	3.6	12.5	5.3	4.4	20.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.7	32.7	0.0	74.9	32.0	0.0	71.4	40.2	78.5	82.9	34.8	102.4
LnGrp LOS	E	C		E	C		E	D	E	F	C	F
Approach Vol, veh/h	988				2008		641				988	
Approach Delay, s/veh	37.5				39.2		61.0				73.9	
Approach LOS	D				D		E				E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.7	44.8	7.9	38.6	17.7	55.9	15.6	30.9				
Change Period (Y+Rc), s	4.2	4.7	4.7	4.7	4.7	* 4.7	4.7	4.7				
Max Green Setting (Gmax), s	25.8	36.3	13.3	26.3	31.3	* 30	11.3	26.3				
Max Q Clear Time (g_c+I1), s	24.4	17.4	4.0	35.9	12.6	35.5	11.0	26.1				
Green Ext Time (p_c), s	0.2	5.4	0.0	0.0	0.4	0.0	0.0	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			49.3									
HCM 7th LOS			D									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
Existing AM

HCM 7th Signalized Intersection Summary
2: S Milpitas Blvd/N Milpitas Blvd & E Calaveras Blvd

1000 Gibraltar Dr - LTA
Existing AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↖	↑↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	174	596	335	77	1526	202	327	197	51	130	204	314
Future Volume (veh/h)	174	596	335	77	1526	202	327	197	51	130	204	314
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	185	634	0	82	1623	0	348	210	54	138	217	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	1967		114	1913		721	742	331	661	680	
Arrive On Green	0.07	0.39	0.00	0.06	0.37	0.00	0.21	0.21	0.21	0.19	0.19	0.00
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	185	634	0	82	1623	0	348	210	54	138	217	0
Grp Sat Flow(s), veh/h/ln	1728	1702	1585	1781	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.0	9.9	0.0	5.1	33.2	0.0	10.1	5.7	3.2	3.8	6.0	0.0
Cycle Q Clear(g_c), s	6.0	9.9	0.0	5.1	33.2	0.0	10.1	5.7	3.2	3.8	6.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	1967		114	1913		721	742	331	661	680	
V/C Ratio(X)	0.72	0.32		0.72	0.85		0.48	0.28	0.16	0.21	0.32	
Avail Cap(c_a), veh/h	782	1967		325	1913		721	742	331	661	680	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.6	24.6	0.0	52.4	32.7	0.0	39.7	37.9	36.9	38.8	39.7	0.0
Incr Delay (d2), s/veh	3.8	0.4	0.0	8.3	4.9	0.0	2.3	1.0	1.1	0.7	1.2	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	2.7	4.0	0.0	2.5	13.9	0.0	4.4	2.5	1.3	1.7	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.4	25.0	0.0	60.7	37.6	0.0	42.0	38.9	38.0	39.6	40.9	0.0
LnGrp LOS	E	C		E	D		D	D	D	D	D	
Approach Vol, veh/h	819			1705			612			355		
Approach Delay, s/veh	31.9			38.7			40.6			40.4		
Approach LOS	C			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	48.5	28.0	26.0	12.7	47.3	26.0	28.0					
Change Period (Y+Rc), s	4.2	4.6	4.2	4.2	4.2	4.6	4.2	4.2				
Max Green Setting (Gmax), s	30.4	30.4	23.8	21.8	25.8	25.4	21.8	23.8				
Max Q Clear Time (g_c+I), s	11.9	11.9	12.1	8.0	8.0	35.2	5.8	7.7				
Green Ext Time (p_c), s	0.1	3.9	0.9	1.0	0.5	0.0	0.3	1.2				

Intersection Summary

HCM 7th Control Delay, s/veh	37.6
HCM 7th LOS	D

Notes

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

HCM 7th Signalized Intersection Summary 3: S Milpitas Blvd & Yosemite Dr

1000 Gibraltar Dr - LTA
Existing AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰		↰	↰		↰	↰↰		↰	↰↰	
Traffic Volume (veh/h)	8	4	3	227	30	296	9	264	100	168	232	38
Future Volume (veh/h)	8	4	3	227	30	296	9	264	100	168	232	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/n	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	9	4	3	241	32	315	10	281	106	179	247	40
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	120	177	133	444	35	349	21	1125	415	213	1689	270
Arrive On Green	0.01	0.18	0.18	0.07	0.24	0.24	0.01	0.45	0.45	0.12	0.56	0.56
Sat Flow, veh/h	1753	977	732	1753	146	1436	1753	2501	922	1753	3020	482
Grp Volume(v), veh/h	9	0	7	241	0	347	10	194	193	179	142	145
Grp Sat Flow(s),veh/h/n	1753	0	1709	1753	0	1582	1753	1749	1675	1753	1749	1754
Q Serve(g_s), s	0.4	0.0	0.3	7.5	0.0	21.9	0.6	7.1	7.4	10.3	4.0	4.1
Cycle Q Clear(g_c), s	0.4	0.0	0.3	7.5	0.0	21.9	0.6	7.1	7.4	10.3	4.0	4.1
Prop In Lane	1.00		0.43	1.00		0.91	1.00		0.55	1.00		0.28
Lane Grp Cap(c), veh/h	120	0	310	444	0	384	21	786	753	213	978	981
V/C Ratio(X)	0.07	0.00	0.02	0.54	0.00	0.90	0.47	0.25	0.26	0.84	0.14	0.15
Avail Cap(c_a), veh/h	228	0	506	444	0	469	272	786	753	374	978	981
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	0.0	34.7	32.5	0.0	37.8	50.6	17.5	17.6	44.3	10.9	10.9
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.4	0.0	18.2	15.4	0.8	0.8	8.5	0.3	0.3
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/n	0.2	0.0	0.1	1.6	0.0	10.1	0.3	2.9	2.9	4.9	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.2	0.0	34.7	33.9	0.0	56.0	66.0	18.3	18.4	52.8	11.2	11.2
LnGrp LOS	D		C	C		E	E	B	B	D	B	B
Approach Vol, veh/h	16			588			397			466		
Approach Delay, s/veh	35.0			46.9			19.6			27.2		
Approach LOS	C			D			B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.5	51.3	12.0	23.2	5.2	62.6	5.6	29.5				
Change Period (Y+Rc), s	4.0	5.0	4.5	4.5	4.0	5.0	4.5	4.5				
Max Green Setting (Gmax), s	22.8	25.0	7.5	30.5	16.0	31.0	7.5	30.5				
Max Q Clear Time (g_c+I), s	12.3	9.4	9.5	2.3	2.6	6.1	2.4	23.9				
Green Ext Time (p_c), s	0.3	1.9	0.0	0.0	0.0	1.5	0.0	1.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	33.1											
HCM 7th LOS	C											

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
Existing AM

HCM 7th Signalized Intersection Summary 4: S Milpitas Blvd & D1/Ames Ave

1000 Gibraltar Dr - LTA
Existing AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (veh/h)	0	0	0	29	0	14	0	399	60	31	413	0
Future Volume (veh/h)	0	0	0	29	0	14	0	399	60	31	413	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	0	0	0	31	0	15	0	424	64	33	439	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	0	69	0	104	0	18	2	2342	351	54	2946	0
Arrive On Green	0.00	0.00	0.00	0.04	0.00	0.04	0.00	0.78	0.78	0.03	0.86	0.00
Sat Flow, veh/h	0	1811	0	958	0	464	1725	3001	450	1725	3532	0
Grp Volume(v), veh/h	0	0	0	46	0	0	0	242	246	33	439	0
Grp Sat Flow(s), veh/h/ln	0	1811	0	1422	0	0	1725	1721	1730	1725	1721	0
Q Serve(g_s), s	0.0	0.0	0.0	2.9	0.0	0.0	0.0	3.2	3.3	1.7	1.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.9	0.0	0.0	0.0	3.2	3.3	1.7	1.9	0.0
Prop In Lane	0.00		0.00	0.67		0.33	1.00		0.26	1.00		0.00
Lane Grp Cap(c), veh/h	0	69	0	121	0	0	2	1343	1350	54	2946	0
V/C Ratio(X)	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.18	0.18	0.61	0.15	0.00
Avail Cap(c_a), veh/h	0	322	0	470	0	0	307	1343	1350	307	2946	0
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)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	43.0	0.0	0.0	0.0	2.5	2.5	43.1	1.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.3	0.3	10.8	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	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.7	0.7	0.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	45.0	0.0	0.0	0.0	2.8	2.8	53.8	1.2	0.0
LnGrp LOS				D				A	A	D	A	
Approach Vol, veh/h	0			46			488			472		
Approach Delay, s/veh	0.0			45.0			2.8			4.9		
Approach LOS				D			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	75.2		7.9	0.0	82.1		7.9				
Change Period (Y+Rc), s	4.0	5.0		* 4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	16.0	35.0		* 16	16.0	35.0		25.5				
Max Q Clear Time (g_c+I), s	13.5	5.3		0.0	0.0	3.9		4.9				
Green Ext Time (p_c), s	0.0	2.9		0.0	0.0	2.9		0.1				

Intersection Summary

HCM 7th Control Delay, s/veh 5.7
HCM 7th LOS A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

1000 Gibraltar Dr - LTA
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Synchro 12 Report
Existing AM

HCM 7th Signalized Intersection Summary
6: S Milpitas Blvd & Gibraltar Dr/ABC Dwy

1000 Gibraltar Dr - LTA
Existing AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰		↱		↰	↱	↰	↱		↰	↱	↱
Traffic Volume (veh/h)	5	0	14	8	0	2	149	461	11	4	440	4
Future Volume (veh/h)	5	0	14	8	0	2	149	461	11	4	440	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	0	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	6	0	17	10	0	2	180	555	13	5	530	5
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	6	0	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	0	0	0	15	0	3	209	3029	71	9	1386	1175
Arrive On Green	0.00	0.00	0.00	0.01	0.00	0.01	0.12	0.88	0.88	0.01	0.77	0.77
Sat Flow, veh/h		0		1408	0	282	1725	3437	80	1725	1811	1535
Grp Volume(v), veh/h		0.0		12	0	0	180	278	290	5	530	5
Grp Sat Flow(s), veh/h/ln				1690	0	0	1725	1721	1797	1725	1811	1535
Q Serve(g_s), s				1.0	0.0	0.0	13.9	3.1	3.1	0.4	13.2	0.1
Cycle Q Clear(g_c), s				1.0	0.0	0.0	13.9	3.1	3.1	0.4	13.2	0.1
Prop In Lane				0.83		0.17	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h				18	0	0	209	1516	1583	9	1386	1175
V/C Ratio(X)				0.66	0.00	0.00	0.86	0.18	0.18	0.57	0.38	0.00
Avail Cap(c_a), veh/h				342	0	0	349	1516	1583	349	1386	1175
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				67.0	0.0	0.0	58.6	1.1	1.1	67.5	5.3	3.8
Incr Delay (d2), s/veh				46.1	0.0	0.0	14.4	0.3	0.3	63.8	0.8	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
%ile BackOfQ(50%),veh/ln				0.6	0.0	0.0	6.8	0.5	0.5	0.3	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				113.1	0.0	0.0	73.1	1.4	1.4	131.4	6.1	3.8
LnGrp LOS				F			E	A	A	F	A	A
Approach Vol, veh/h					12			748			540	
Approach Delay, s/veh					113.1			18.6			7.2	
Approach LOS					F			B			A	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	124.9			6.0	21.0	109.1						
Change Period (Y+Rc), s	4.5	5.0		4.5	4.5	5.0						
Max Green Setting (Gmax), s	27.5	35.0		27.5	27.5	35.0						
Max Q Clear Time (g_c+I), s	12.4	5.1		3.0	15.9	15.2						
Green Ext Time (p_c), s	0.0	8.7		0.0	0.6	7.3						
Intersection Summary												
HCM 7th Control Delay, s/veh				14.8								
HCM 7th LOS				B								

1000 Gibraltar Dr - LTA
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Synchro 12 Report
Existing AM

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	11	1	11	101	0	0	0	2	0	0	0
Future Vol, veh/h	0	11	1	11	101	0	0	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	0	13	1	13	122	0	0	0	2	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	122	0	0	14	0	0	162	162	14	161	163	122
Stage 1	-	-	-	-	-	-	14	14	-	148	148	-
Stage 2	-	-	-	-	-	-	148	148	-	13	14	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	1435	-	-	1572	-	-	792	721	1052	793	721	916
Stage 1	-	-	-	-	-	-	993	874	-	843	765	-
Stage 2	-	-	-	-	-	-	843	765	-	994	874	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1435	-	-	1572	-	-	785	715	1052	784	714	916
Mov Cap-2 Maneuver	-	-	-	-	-	-	785	715	-	784	714	-
Stage 1	-	-	-	-	-	-	993	874	-	835	758	-
Stage 2	-	-	-	-	-	-	835	758	-	992	874	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.72			8.43			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1052	1435	-	-	1572	-	-	-				
HCM Lane V/C Ratio	0.002	-	-	-	0.008	-	-	-				
HCM Ctrl Dly (s/v)	8.4	0	-	-	7.3	-	-	0				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑			↑
Traffic Vol, veh/h	0	0	70	0	0	32
Future Vol, veh/h	0	0	70	0	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	0	0	88	0	0	40

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	128	44	0
Stage 1	88	-	-
Stage 2	40	-	-
Critical Hdwy	6.69	6.99	-
Critical Hdwy Stg 1	5.89	-	-
Critical Hdwy Stg 2	5.49	-	-
Follow-up Hdwy	3.557	3.357	-
Pot Cap-1 Maneuver	850	1005	-
Stage 1	916	-	-
Stage 2	971	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	850	1005	-
Mov Cap-2 Maneuver	850	-	-
Stage 1	916	-	-
Stage 2	971	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1480
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM 7th Signalized Intersection Summary
9: S Milpitas Dr & Montague Expy

1000 Gibraltar Dr - LTA
Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	🚗🚗	🚗🚗🚗		🚗🚗	🚗🚗🚗	🚗	🚗🚗	🚗🚗		🚗🚗	🚗🚗	🚗
Traffic Volume (veh/h)	264	763	8	90	2484	298	10	68	130	113	56	414
Future Volume (veh/h)	264	763	8	90	2484	298	10	68	130	113	56	414
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1914	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	278	803	8	95	2615	314	11	72	137	119	59	436
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	315	3105	31	127	2662	682	432	490	437	358	903	403
Arrive On Green	0.09	0.48	0.48	0.04	0.42	0.42	0.13	0.28	0.28	0.11	0.26	0.26
Sat Flow, veh/h	3401	6513	65	3401	6332	1622	3401	1749	1560	3401	3497	1560
Grp Volume(v), veh/h	278	585	226	95	2615	314	11	72	137	119	59	436
Grp Sat Flow(s), veh/h/ln	1700	1583	1829	1700	1583	1622	1700	1749	1560	1700	1749	1560
Q Serve(g_s), s	18.6	16.9	17.0	6.4	93.8	32.0	0.7	7.1	15.9	7.5	2.9	59.4
Cycle Q Clear(g_c), s	18.6	16.9	17.0	6.4	93.8	32.0	0.7	7.1	15.9	7.5	2.9	59.4
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	315	2264	872	127	2662	682	432	490	437	358	903	403
V/C Ratio(X)	0.88	0.26	0.26	0.75	0.98	0.46	0.03	0.15	0.31	0.33	0.07	1.08
Avail Cap(c_a), veh/h	500	2264	872	355	2662	682	432	490	437	358	903	403
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)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	103.1	35.9	35.9	109.7	65.8	47.9	87.9	62.2	65.4	95.4	64.4	85.3
Incr Delay (d2), s/veh	9.9	0.2	0.6	8.6	13.8	2.2	0.1	0.6	1.9	2.5	0.1	68.7
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	8.7	6.7	7.8	3.0	39.8	13.5	0.3	3.3	6.6	3.4	1.3	31.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	112.9	36.2	36.6	118.2	79.6	50.1	88.0	62.8	67.2	97.9	64.5	154.0
LnGrp LOS	F	D	D	F	E	D	F	E	E	F	E	F
Approach Vol, veh/h		1089			3024			220			614	
Approach Delay, s/veh		55.9			77.8			66.8			134.5	
Approach LOS		E			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.5	102.5	35.0	65.0	14.6	115.4	30.0	70.0				
Change Period (Y+Rc), s	6.2	5.8	5.8	5.6	6.0	5.8	5.8	5.6				
Max Green Setting (Gmax), s	33.8	84.2	29.2	54.4	24.0	94.2	24.2	64.4				
Max Q Clear Time (g_c+I1), s	20.6	95.8	2.7	61.4	8.4	19.0	9.5	17.9				
Green Ext Time (p_c), s	0.7	0.0	0.0	0.0	0.2	5.7	0.3	1.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			79.5									
HCM 7th LOS			E									

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
Existing AM

HCM 7th Signalized Intersection Summary
10: E Capitol Ave/Great Mall Pkwy & Montague Expy

1000 Gibraltar Dr - LTA
Existing AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↑↑↑↑	↰	↰↱	↑↑↑↑	↰	↰↱	↑↑↑↑	↰	↰↱	↑↑↑↑	↰
Traffic Volume (veh/h)	150	672	56	49	1773	1082	145	667	61	402	207	29
Future Volume (veh/h)	150	672	56	49	1773	1082	145	667	61	402	207	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	156	700	0	51	1847	1127	151	695	0	419	216	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	186	3791		75	3582	883	178	792		456	1198	
Arrive On Green	0.05	0.60	0.00	0.02	0.57	0.57	0.05	0.16	0.00	0.13	0.24	0.00
Sat Flow, veh/h	3401	6332	1560	3401	6332	1560	3401	5025	1560	3401	5025	1560
Grp Volume(v), veh/h	156	700	0	51	1847	1127	151	695	0	419	216	0
Grp Sat Flow(s),veh/h/ln	1700	1583	1560	1700	1583	1560	1700	1675	1560	1700	1675	1560
Q Serve(g_s), s	12.3	13.5	0.0	4.0	48.3	152.8	11.9	36.5	0.0	32.8	9.2	0.0
Cycle Q Clear(g_c), s	12.3	13.5	0.0	4.0	48.3	152.8	11.9	36.5	0.0	32.8	9.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	186	3791		75	3582	883	178	792		456	1198	
V/C Ratio(X)	0.84	0.18		0.68	0.52	1.28	0.85	0.88		0.92	0.18	
Avail Cap(c_a), veh/h	684	3791		307	3582	883	293	1011		674	1569	
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)	0.98	0.98	0.00	0.18	0.18	0.18	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.4	24.4	0.0	131.1	35.9	58.6	126.8	111.2	0.0	115.4	81.8	0.0
Incr Delay (d2), s/veh	9.4	0.1	0.0	1.9	0.1	126.3	11.4	7.4	0.0	13.3	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	6.7	5.2	0.0	1.8	18.9	90.4	5.6	16.6	0.0	15.6	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	135.8	24.5	0.0	133.0	36.0	184.9	138.2	118.5	0.0	128.7	81.9	0.0
LnGrp LOS	F	C		F	D	F	F	F		F	F	
Approach Vol, veh/h	856		3025			846			635			
Approach Delay, s/veh	44.8		93.1			122.1			112.8			
Approach LOS	D		F			F			F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.5	158.6	42.7	48.2	11.6	167.5	20.9	70.1				
Change Period (Y+Rc), s	5.7	5.8	6.5	5.7	5.6	5.8	6.7	5.7				
Max Green Setting (Gmax), s	54.3	84.2	53.5	54.3	24.4	114.2	23.3	84.3				
Max Q Clear Time (g_c+M), s	154.8	154.8	34.8	38.5	6.0	15.5	13.9	11.2				
Green Ext Time (p_c), s	0.5	0.0	1.4	4.0	0.1	5.1	0.3	1.5				

Intersection Summary

HCM 7th Control Delay, s/veh 92.3
HCM 7th LOS F

Notes

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

HCM 7th Signalized Intersection Summary
11: Trade Zone Blvd/McCandless Dr & Montague Expy

1000 Gibraltar Dr - LTA
Existing AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↰↰	↰	↰	↰↰↰	↰	↰↰	↰	↰	↰	↰	↰
Traffic Volume (veh/h)	48	669	585	75	1693	107	845	65	104	47	68	283
Future Volume (veh/h)	48	669	585	75	1693	107	845	65	104	47	68	283
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	49	690	603	77	1745	0	919	0	0	48	70	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	64	3192	991	98	3279		765	0		196	98	
Arrive On Green	0.04	0.64	0.64	0.06	0.65	0.00	0.10	0.00	0.00	0.04	0.05	0.00
Sat Flow, veh/h	1753	5025	1560	1753	5025	1560	5259	0	1560	1753	1841	1560
Grp Volume(v), veh/h	49	690	603	77	1745	0	919	0	0	48	70	0
Grp Sat Flow(s), veh/h/ln	1753	1675	1560	1753	1675	1560	1753	0	1560	1753	1841	1560
Q Serve(g_s), s	3.9	8.1	32.2	6.1	25.9	0.0	14.6	0.0	0.0	3.6	5.2	0.0
Cycle Q Clear(g_c), s	3.9	8.1	32.2	6.1	25.9	0.0	14.6	0.0	0.0	3.6	5.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	3192	991	98	3279		765	0		196	98	
V/C Ratio(X)	0.77	0.22	0.61	0.79	0.53		1.20	0.00		0.24	0.71	
Avail Cap(c_a), veh/h	377	3192	991	381	3279		765	0		310	390	
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)	0.91	0.91	0.91	0.82	0.82	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	66.9	10.8	15.2	65.3	12.9	0.0	57.9	0.0	0.0	59.2	65.2	0.0
Incr Delay (d2), s/veh	16.2	0.1	2.5	10.8	0.5	0.0	102.9	0.0	0.0	0.6	9.2	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	2.0	2.9	12.0	3.0	9.0	0.0	9.3	0.0	0.0	1.6	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	83.0	10.9	17.7	76.1	13.5	0.0	160.8	0.0	0.0	59.8	74.4	0.0
LnGrp LOS	F	B	B	E	B		F			E	E	
Approach Vol, veh/h		1342			1822			919			118	
Approach Delay, s/veh		16.6			16.1			160.8			68.5	
Approach LOS		B			B			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	97.2	10.9	21.9	12.4	94.7	20.0	12.9				
Change Period (Y+Rc), s	4.9	5.8	5.3	5.4	4.6	5.8	5.4	* 5.4				
Max Green Setting (Gmax), s	30.0	44.2	14.7	29.6	30.4	44.2	14.6	* 30				
Max Q Clear Time (g_c+I), s	15.9	27.9	5.6	0.0	8.1	34.2	16.6	7.2				
Green Ext Time (p_c), s	0.1	10.5	0.0	0.0	0.2	4.7	0.0	0.3				

Intersection Summary

HCM 7th Control Delay, s/veh 49.4
HCM 7th LOS D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
Existing AM

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

HCM 7th Signalized Intersection Summary
12: Oakland Rd/S Main St & Montague Expy

1000 Gibraltar Dr - LTA
Existing AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↰↱↱	↱	↰↱	↰↱↱	↱	↰↱	↰↱	↱	↰↱	↰↱	↱
Traffic Volume (veh/h)	152	999	279	165	2516	95	490	168	168	145	196	446
Future Volume (veh/h)	152	999	279	165	2516	95	490	168	168	145	196	446
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/n	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	162	1063	0	176	2677	0	521	179	0	154	209	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	204	2692		217	2722		433	788		196	547	
Arrive On Green	0.06	0.53	0.00	0.06	0.54	0.00	0.13	0.22	0.00	0.06	0.16	0.00
Sat Flow, veh/h	3428	5066	1572	3428	5066	1572	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	162	1063	0	176	2677	0	521	179	0	154	209	0
Grp Sat Flow(s), veh/h/n	1714	1689	1572	1714	1689	1572	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	8.9	23.6	0.0	9.6	98.5	0.0	24.0	7.9	0.0	8.4	10.1	0.0
Cycle Q Clear(g_c), s	8.9	23.6	0.0	9.6	98.5	0.0	24.0	7.9	0.0	8.4	10.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	204	2692		217	2722		433	788		196	547	
V/C Ratio(X)	0.79	0.39		0.81	0.98		1.20	0.23		0.79	0.38	
Avail Cap(c_a), veh/h	530	2692		433	2722		433	788		520	547	
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	0.00	0.68	0.68	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	88.2	26.4	0.0	87.9	43.1	0.0	83.0	60.4	0.0	88.4	72.1	0.0
Incr Delay (d2), s/veh	6.9	0.4	0.0	4.9	10.9	0.0	111.6	0.7	0.0	6.8	2.0	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/mi	4.1	9.6	0.0	4.4	42.2	0.0	17.4	3.6	0.0	3.9	4.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	95.1	26.8	0.0	92.8	54.0	0.0	194.6	61.0	0.0	95.3	74.1	0.0
LnGrp LOS	F	C		F	D		F	E		F	E	
Approach Vol, veh/h	1225		2853				700		363			
Approach Delay, s/veh	35.9		56.4				160.4		83.1			
Approach LOS	D		E				F		F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.9	107.9	17.0	48.2	18.0	106.8	30.0	35.2				
Change Period (Y+Rc), s	5.6	5.8	6.2	5.7	6.0	5.8	6.0	* 5.7				
Max Green Setting (Gmax), s	29.4	84.2	28.8	24.3	24.0	89.2	24.0	* 30				
Max Q Clear Time (g_c+tr), s	100.5	100.5	10.4	9.9	11.6	25.6	26.0	12.1				
Green Ext Time (p_c), s	0.4	0.0	0.4	0.8	0.4	8.7	0.0	1.1				

Intersection Summary

HCM 7th Control Delay, s/veh 67.5
HCM 7th LOS E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
Existing AM

HCM 7th Signalized Intersection Summary
1: S Abel S/N Abel St & W Calaveras Blvd

1000 Gibraltar Dr - LTA
Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	1530	22	241	888	133	47	348	672	177	243	207
Future Volume (veh/h)	170	1530	22	241	888	133	47	348	672	177	243	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	173	1561	0	246	906	0	48	355	686	181	248	211
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	205	1955		277	2140		62	785	350	169	998	445
Arrive On Green	0.11	0.38	0.00	0.15	0.42	0.00	0.03	0.22	0.22	0.09	0.28	0.28
Sat Flow, veh/h	1795	5147	1598	1795	5147	1598	1795	3582	1598	1795	3582	1598
Grp Volume(v), veh/h	173	1561	0	246	906	0	48	355	686	181	248	211
Grp Sat Flow(s), veh/h/ln	1795	1716	1598	1795	1716	1598	1795	1791	1598	1795	1791	1598
Q Serve(g_s), s	11.3	32.4	0.0	16.1	15.0	0.0	3.2	10.3	26.3	11.3	6.4	13.2
Cycle Q Clear(g_c), s	11.3	32.4	0.0	16.1	15.0	0.0	3.2	10.3	26.3	11.3	6.4	13.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	205	1955		277	2140		62	785	350	169	998	445
V/C Ratio(X)	0.84	0.80		0.89	0.42		0.77	0.45	1.96	1.07	0.25	0.47
Avail Cap(c_a), veh/h	468	1955		386	2140		199	785	350	169	998	445
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.1	33.1	0.0	49.7	24.9	0.0	57.4	40.6	46.8	54.3	33.5	36.0
Incr Delay (d2), s/veh	9.1	3.5	0.0	16.7	0.6	0.0	17.8	0.4	441.9	89.2	0.1	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.4	19.8	0.0	13.1	10.1	0.0	3.1	8.1	83.8	14.6	5.1	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.2	36.6	0.0	66.4	25.5	0.0	75.2	41.0	488.7	143.6	33.7	36.8
LnGrp LOS	E	D		E	C		E	D	F	F	C	D
Approach Vol, veh/h	1734			1152			1089			640		
Approach Delay, s/veh	39.1			34.2			324.6			65.8		
Approach LOS	D			C			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.7	50.3	8.9	38.1	18.4	54.6	16.0	31.0				
Change Period (Y+Rc), s	4.2	4.7	4.7	4.7	4.7	* 4.7	4.7	4.7				
Max Green Setting (Gmax), s	25.8	36.3	13.3	26.3	31.3	* 30	11.3	26.3				
Max Q Clear Time (g_c+I1), s	18.1	34.4	5.2	15.2	13.3	17.0	13.3	28.3				
Green Ext Time (p_c), s	0.4	1.6	0.0	1.7	0.4	4.9	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	108.9											
HCM 7th LOS	F											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
Existing PM

HCM 7th Signalized Intersection Summary
2: S Milpitas Blvd/N Milpitas Blvd & E Calaveras Blvd

1000 Gibraltar Dr - LTA
Existing PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑↑	↗	↔	↑↑↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	377	1362	613	118	905	187	302	253	108	192	304	238
Future Volume (veh/h)	377	1362	613	118	905	187	302	253	108	192	304	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	397	1434	0	124	953	0	318	266	114	202	320	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	480	1863		156	1602		727	748	334	666	685	
Arrive On Green	0.14	0.36	0.00	0.09	0.31	0.00	0.21	0.21	0.21	0.19	0.19	0.00
Sat Flow, veh/h	3483	5147	1598	1795	5147	1598	3483	3582	1598	3483	3582	1598
Grp Volume(v), veh/h	397	1434	0	124	953	0	318	266	114	202	320	0
Grp Sat Flow(s),veh/h/ln	1742	1716	1598	1795	1716	1598	1742	1791	1598	1742	1791	1598
Q Serve(g_s), s	12.6	28.1	0.0	7.7	17.8	0.0	9.1	7.2	6.9	5.7	9.0	0.0
Cycle Q Clear(g_c), s	12.6	28.1	0.0	7.7	17.8	0.0	9.1	7.2	6.9	5.7	9.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	480	1863		156	1602		727	748	334	666	685	
V/C Ratio(X)	0.83	0.77		0.79	0.59		0.44	0.36	0.34	0.30	0.47	
Avail Cap(c_a), veh/h	788	1863		328	1602		727	748	334	666	685	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.8	32.2	0.0	51.0	33.2	0.0	39.3	38.5	38.4	39.6	40.9	0.0
Incr Delay (d2), s/veh	3.8	3.1	0.0	8.7	1.6	0.0	1.9	1.3	2.8	1.2	2.3	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(95%),veh/ln	9.5	17.3	0.0	6.8	11.9	0.0	7.2	5.9	0.5	4.5	7.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.6	35.3	0.0	59.8	34.8	0.0	41.2	39.9	41.2	40.8	43.2	0.0
LnGrp LOS	D	D		E	C		D	D	D	D	D	
Approach Vol, veh/h	1831			1077			698			522		
Approach Delay, s/veh	38.8			37.7			40.7			42.3		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	44.1	45.9	28.0	26.0	19.9	40.1	26.0	28.0				
Change Period (Y+Rc), s	4.2	4.6	4.2	4.2	4.2	4.6	4.2	4.2				
Max Green Setting (Gmax), s	29.8	30.4	23.8	21.8	25.8	25.4	21.8	23.8				
Max Q Clear Time (g_c+I), s	19.5	30.1	11.1	11.0	14.6	19.8	7.7	9.2				
Green Ext Time (p_c), s	0.2	0.3	0.9	1.3	1.1	2.8	0.5	1.6				

Intersection Summary

HCM 7th Control Delay, s/veh	39.3
HCM 7th LOS	D

Notes

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

HCM 7th Signalized Intersection Summary
3: S Milpitas Blvd & Yosemite Dr

1000 Gibraltar Dr - LTA
Existing PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Volume (veh/h)	40	28	8	184	7	148	0	275	133	349	616	5
Future Volume (veh/h)	40	28	8	184	7	148	0	275	133	349	616	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	29	8	188	7	151	0	281	136	356	629	5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	118	33	288	9	188	2	1066	503	380	2556	20
Arrive On Green	0.03	0.08	0.08	0.07	0.12	0.12	0.00	0.45	0.45	0.21	0.71	0.71
Sat Flow, veh/h	1781	1411	389	1781	71	1525	1781	2344	1105	1781	3613	29
Grp Volume(v), veh/h	41	0	37	188	0	158	0	211	206	356	309	325
Grp Sat Flow(s),veh/h/ln	1781	0	1800	1781	0	1596	1781	1777	1672	1781	1777	1865
Q Serve(g_s), s	2.1	0.0	2.0	7.5	0.0	9.9	0.0	7.6	7.9	20.2	6.4	6.4
Cycle Q Clear(g_c), s	2.1	0.0	2.0	7.5	0.0	9.9	0.0	7.6	7.9	20.2	6.4	6.4
Prop In Lane	1.00		0.22	1.00		0.96	1.00		0.66	1.00		0.02
Lane Grp Cap(c), veh/h	163	0	151	288	0	197	2	808	760	380	1257	1319
V/C Ratio(X)	0.25	0.00	0.24	0.65	0.00	0.80	0.00	0.26	0.27	0.94	0.25	0.25
Avail Cap(c_a), veh/h	233	0	533	288	0	473	277	808	760	380	1257	1319
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	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	0.0	44.1	40.5	0.0	43.9	0.0	17.4	17.4	39.8	5.3	5.3
Incr Delay (d2), s/veh	0.8	0.0	0.8	5.2	0.0	7.5	0.0	0.8	0.9	30.3	0.5	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	0.0	1.6	8.6	0.0	7.6	0.0	5.6	5.5	17.3	3.7	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.0	0.0	45.0	45.7	0.0	51.4	0.0	18.1	18.3	70.1	5.8	5.8
LnGrp LOS	D		D	D		D		B	B	E	A	A
Approach Vol, veh/h	78		346			417			990			
Approach Delay, s/veh	43.4		48.3			18.2			28.9			
Approach LOS	D		D			B			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.0	51.9	12.0	13.1	0.0	77.9	8.0	17.2				
Change Period (Y+Rc), s	4.0	5.0	4.5	4.5	4.0	5.0	4.5	4.5				
Max Green Setting (Gmax), s	22.8	25.0	7.5	30.5	16.0	31.0	7.5	30.5				
Max Q Clear Time (g_c+Q2), s	22.8	9.9	9.5	4.0	0.0	8.4	4.1	11.9				
Green Ext Time (p_c), s	0.0	2.0	0.0	0.1	0.0	3.6	0.0	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			30.8									
HCM 7th LOS			C									

HCM 7th Signalized Intersection Summary 4: S Milpitas Blvd & D1/Ames Ave

1000 Gibraltar Dr - LTA
Existing PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	0	0	0	73	0	23	0	376	23	23	798	0
Future Volume (veh/h)	0	0	0	73	0	23	0	376	23	23	798	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/n	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	75	0	24	0	388	24	24	823	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	159	0	162	2	30	2	2515	155	45	2876	0
Arrive On Green	0.00	0.00	0.00	0.09	0.00	0.09	0.00	0.74	0.74	0.03	0.81	0.00
Sat Flow, veh/h	0	1870	0	1083	24	354	1781	3400	210	1781	3647	0
Grp Volume(v), veh/h	0	0	0	99	0	0	0	202	210	24	823	0
Grp Sat Flow(s), veh/h/n	0	1870	0	1461	0	0	1781	1777	1833	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	5.8	0.0	0.0	0.0	3.0	3.0	1.2	5.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	6.0	0.0	0.0	0.0	3.0	3.0	1.2	5.2	0.0
Prop In Lane	0.00		0.00	0.76		0.24	1.00		0.11	1.00		0.00
Lane Grp Cap(c), veh/h	0	159	0	195	0	0	2	1315	1356	45	2876	0
V/C Ratio(X)	0.00	0.00	0.00	0.51	0.00	0.00	0.00	0.15	0.15	0.54	0.29	0.00
Avail Cap(c_a), veh/h	0	333	0	483	0	0	317	1315	1356	317	2876	0
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)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	40.4	0.0	0.0	0.0	3.4	3.4	43.4	2.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.2	0.2	9.7	0.3	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(95%),veh/ln	0.0	0.0	0.0	4.0	0.0	0.0	0.0	1.5	1.5	1.1	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	42.4	0.0	0.0	0.0	3.7	3.7	53.0	2.4	0.0
LnGrp LOS				D				A	A	D	A	
Approach Vol, veh/h	0			99			412			847		
Approach Delay, s/veh	0.0			42.4			3.7			3.8		
Approach LOS				D			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s6.3	71.6			12.2	0.0	77.8		12.2				
Change Period (Y+Rc), s 4.0	5.0			* 4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s 16.0	35.0			* 16	16.0	35.0		25.5				
Max Q Clear Time (g_c+I), s 13.2	5.0			0.0	0.0	7.2		8.0				
Green Ext Time (p_c), s	0.0	2.3		0.0	0.0	5.9		0.4				

Intersection Summary

HCM 7th Control Delay, s/veh 6.6
HCM 7th LOS A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
Existing PM

HCM 7th Signalized Intersection Summary
6: S Milpitas Blvd & Gibraltar Dr/ABC Dwy

1000 Gibraltar Dr - LTA
Existing PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰		↱		↰	↱	↰	↱		↰	↱	↱
Traffic Volume (veh/h)	7	0	115	16	0	9	21	380	16	1	873	1
Future Volume (veh/h)	7	0	115	16	0	9	21	380	16	1	873	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	0	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	7	0	121	17	0	9	22	400	17	1	919	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	0	0	0	21	0	11	30	3070	130	2	1624	1376
Arrive On Green	0.00	0.00	0.00	0.02	0.00	0.02	0.02	0.88	0.88	0.00	0.86	0.86
Sat Flow, veh/h		0		1126	0	596	1795	3501	148	1795	1885	1598
Grp Volume(v), veh/h		0.0		26	0	0	22	204	213	1	919	1
Grp Sat Flow(s), veh/h/ln				1722	0	0	1795	1791	1858	1795	1885	1598
Q Serve(g_s), s				2.0	0.0	0.0	1.7	2.2	2.2	0.1	17.9	0.0
Cycle Q Clear(g_c), s				2.0	0.0	0.0	1.7	2.2	2.2	0.1	17.9	0.0
Prop In Lane				0.65		0.35	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h				33	0	0	30	1570	1630	2	1624	1376
V/C Ratio(X)				0.79	0.00	0.00	0.74	0.13	0.13	0.51	0.57	0.00
Avail Cap(c_a), veh/h				348	0	0	363	1570	1630	363	1624	1376
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				66.4	0.0	0.0	66.6	1.2	1.2	67.9	2.5	1.3
Incr Delay (d2), s/veh				43.7	0.0	0.0	39.3	0.2	0.2	167.8	1.4	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
%ile BackOfQ(95%),veh/ln				2.3	0.0	0.0	1.9	0.7	0.7	0.2	7.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				110.1	0.0	0.0	105.9	1.3	1.3	235.6	4.0	1.3
LnGrp LOS				F			F	A	A	F	A	A
Approach Vol, veh/h					26			439			921	
Approach Delay, s/veh					110.1			6.6			4.2	
Approach LOS					F			A			A	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	4.6	124.3		7.1	6.8	122.1						
Change Period (Y+Rc), s	4.5	5.0		4.5	4.5	5.0						
Max Green Setting (Gmax), s	27.5	35.0		27.5	27.5	35.0						
Max Q Clear Time (g_c+I), s	4.2			4.0	3.7	19.9						
Green Ext Time (p_c), s	0.0	6.2		0.1	0.0	10.8						
Intersection Summary												
HCM 7th Control Delay, s/veh			7.0									
HCM 7th LOS			A									

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	94	0	2	16	0	0	0	11	0	0	0
Future Vol, veh/h	0	94	0	2	16	0	0	0	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	119	0	3	20	0	0	0	14	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	20	0	0	119	0	0	144	144	119	144	144	20
Stage 1	-	-	-	-	-	-	119	119	-	25	25	-
Stage 2	-	-	-	-	-	-	25	25	-	119	119	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1596	-	-	1469	-	-	825	747	933	825	747	1057
Stage 1	-	-	-	-	-	-	885	797	-	992	874	-
Stage 2	-	-	-	-	-	-	992	874	-	885	797	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1596	-	-	1469	-	-	823	746	933	811	746	1057
Mov Cap-2 Maneuver	-	-	-	-	-	-	823	746	-	811	746	-
Stage 1	-	-	-	-	-	-	885	797	-	991	873	-
Stage 2	-	-	-	-	-	-	991	873	-	872	797	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.83			8.92			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	933	1596	-	-	1469	-	-	-				
HCM Lane V/C Ratio	0.015	-	-	-	0.002	-	-	-				
HCM Ctrl Dly (s/v)	8.9	0	-	-	7.5	-	-	0				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑			↑
Traffic Vol, veh/h	0	0	35	0	0	60
Future Vol, veh/h	0	0	35	0	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	58	0	0	100
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	158	29	0	0	58	0
Stage 1	58	-	-	-	-	-
Stage 2	100	-	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	4.13	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	825	1039	-	-	1545	-
Stage 1	958	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	825	1039	-	-	1545	-
Mov Cap-2 Maneuver	825	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	0	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1545	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 7th Signalized Intersection Summary
9: S Milpitas Dr & Montague Expy

1000 Gibraltar Dr - LTA
Existing PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	374	1806	30	88	1078	125	18	78	136	343	164	497
Future Volume (veh/h)	374	1806	30	88	1078	125	18	78	136	343	164	497
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1945	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	382	1843	31	90	1100	128	18	80	139	350	167	507
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	419	3142	53	122	2521	646	439	498	444	364	918	409
Arrive On Green	0.12	0.48	0.48	0.04	0.39	0.39	0.13	0.28	0.28	0.11	0.26	0.26
Sat Flow, veh/h	3456	6566	110	3456	6434	1648	3456	1777	1585	3456	3554	1585
Grp Volume(v), veh/h	382	1355	519	90	1100	128	18	80	139	350	167	507
Grp Sat Flow(s), veh/h/ln	1728	1609	1850	1728	1609	1648	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	25.1	46.8	46.8	5.9	28.8	11.8	1.1	7.8	15.9	23.2	8.4	59.4
Cycle Q Clear(g_c), s	25.1	46.8	46.8	5.9	28.8	11.8	1.1	7.8	15.9	23.2	8.4	59.4
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	419	2309	886	122	2521	646	439	498	444	364	918	409
V/C Ratio(X)	0.91	0.59	0.59	0.74	0.44	0.20	0.04	0.16	0.31	0.96	0.18	1.24
Avail Cap(c_a), veh/h	508	2309	886	361	2521	646	439	498	444	364	918	409
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)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	99.9	43.5	43.5	109.9	51.3	46.1	88.1	62.4	65.3	102.4	66.4	85.3
Incr Delay (d2), s/veh	15.2	0.8	2.2	8.4	0.6	0.7	0.2	0.7	1.8	38.6	0.4	126.7
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(95%),veh/ln	17.2	25.1	28.8	5.1	17.4	8.7	0.9	6.6	11.0	18.2	7.0	55.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	115.0	44.3	45.7	118.2	51.9	46.8	88.3	63.1	67.2	141.1	66.8	212.0
LnGrp LOS	F	D	D	F	D	D	F	E	E	F	E	F
Approach Vol, veh/h		2256			1318			237			1024	
Approach Delay, s/veh		56.6			55.9			67.4			164.1	
Approach LOS		E			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.1	95.9	35.0	65.0	14.1	115.9	30.0	70.0				
Change Period (Y+Rc), s	6.2	5.8	5.8	5.6	6.0	5.8	5.8	5.6				
Max Green Setting (Gmax), s	33.8	84.2	29.2	54.4	24.0	94.2	24.2	64.4				
Max Q Clear Time (g_c+I1), s	27.1	30.8	3.1	61.4	7.9	48.8	25.2	17.9				
Green Ext Time (p_c), s	0.8	9.7	0.0	0.0	0.2	18.4	0.0	1.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			79.7									
HCM 7th LOS			E									

HCM 7th Signalized Intersection Summary
10: E Capitol Ave/Great Mall Pkwy & Montague Expy

1000 Gibraltar Dr - LTA
Existing PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑	↘	↔	↑	↘	↔	↑	↘	↔	↑	↘
Traffic Volume (veh/h)	198	1610	237	129	972	371	133	287	73	584	1174	55
Future Volume (veh/h)	198	1610	237	129	972	371	133	287	73	584	1174	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/n	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	202	1643	0	132	992	379	136	293	0	596	1198	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	3564		160	3424	843	164	665		629	1349	
Arrive On Green	0.07	0.55	0.00	0.05	0.53	0.53	0.05	0.13	0.00	0.18	0.26	0.00
Sat Flow, veh/h	3456	6434	1585	3456	6434	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	202	1643	0	132	992	379	136	293	0	596	1198	0
Grp Sat Flow(s), veh/h/n	1728	1609	1585	1728	1609	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	15.6	41.3	0.0	10.2	23.0	39.7	10.5	14.3	0.0	46.0	60.9	0.0
Cycle Q Clear(g_c), s	15.6	41.3	0.0	10.2	23.0	39.7	10.5	14.3	0.0	46.0	60.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	3564		160	3424	843	164	665		629	1349	
V/C Ratio(X)	0.86	0.46		0.83	0.29	0.45	0.83	0.44		0.95	0.89	
Avail Cap(c_a), veh/h	695	3564		312	3424	843	298	1027		685	1594	
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)	0.59	0.59	0.00	0.83	0.83	0.83	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	124.6	36.1	0.0	127.7	34.9	38.8	127.5	108.4	0.0	109.1	95.5	0.0
Incr Delay (d2), s/veh	5.6	0.3	0.0	8.6	0.2	1.4	10.2	0.5	0.0	21.4	5.8	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(95%),veh/mi	10.7	21.7	0.0	8.1	13.8	22.2	8.7	10.6	0.0	30.6	36.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	130.2	36.3	0.0	136.3	35.1	40.3	137.7	108.8	0.0	130.5	101.3	0.0
LnGrp LOS	F	D		F	D	D	F	F		F	F	
Approach Vol, veh/h		1845			1503			429			1794	
Approach Delay, s/veh		46.6			45.3			118.0			111.0	
Approach LOS		D			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	149.5	55.7	40.9	18.1	155.4	19.5	77.0				
Change Period (Y+Rc), s	5.7	5.8	6.5	5.7	5.6	5.8	6.7	5.7				
Max Green Setting (Gmax), s	54.3	84.2	53.5	54.3	24.4	114.2	23.3	84.3				
Max Q Clear Time (g_c+Trf), s	41.7	41.7	48.0	16.3	12.2	43.3	12.5	62.9				
Green Ext Time (p_c), s	0.7	9.8	1.2	2.0	0.3	18.1	0.3	8.4				

Intersection Summary

HCM 7th Control Delay, s/veh 72.5
HCM 7th LOS E

Notes

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

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
Existing PM

HCM 7th Signalized Intersection Summary
11: Trade Zone Blvd/McCandless Dr & Montague Expy

1000 Gibraltar Dr - LTA
Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 				 	
Traffic Volume (veh/h)	99	1954	1094	215	912	43	563	54	195	46	128	142
Future Volume (veh/h)	99	1954	1094	215	912	43	563	54	195	46	128	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	1994	1116	219	931	0	497	163	0	47	131	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	125	2649	822	246	2985		521	288		209	163	
Arrive On Green	0.07	0.52	0.52	0.14	0.58	0.00	0.10	0.15	0.00	0.04	0.09	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	3563	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	101	1994	1116	219	931	0	497	163	0	47	131	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.8	43.2	72.6	16.9	13.0	0.0	14.6	11.3	0.0	3.3	9.6	0.0
Cycle Q Clear(g_c), s	7.8	43.2	72.6	16.9	13.0	0.0	14.6	11.3	0.0	3.3	9.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	2649	822	246	2985		521	288		209	163	
V/C Ratio(X)	0.81	0.75	1.36	0.89	0.31		0.95	0.57		0.22	0.80	
Avail Cap(c_a), veh/h	383	2649	822	387	2985		521	395		328	397	
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)	0.36	0.36	0.36	0.95	0.95	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	64.1	26.6	33.7	59.3	14.8	0.0	53.8	54.9	0.0	55.0	62.7	0.0
Incr Delay (d2), s/veh	4.5	0.7	163.7	14.0	0.3	0.0	28.1	1.7	0.0	0.5	8.8	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(95%),veh/ln	5.5	20.7	90.7	13.1	8.4	0.0	6.7	9.3	0.0	2.8	8.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.6	27.3	197.4	73.3	15.0	0.0	81.8	56.6	0.0	55.5	71.5	0.0
LnGrp LOS	E	C	F	E	B		F	E		E	E	
Approach Vol, veh/h	3211			1150			660			178		
Approach Delay, s/veh	87.7			26.1			75.6			67.3		
Approach LOS	F			C			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.7	87.6	10.7	27.0	23.9	78.4	20.0	17.6				
Change Period (Y+Rc), s	4.9	5.8	5.3	5.4	4.6	5.8	5.4	* 5.4				
Max Green Setting (Gmax), s	30.0	44.2	14.7	29.6	30.4	44.2	14.6	* 30				
Max Q Clear Time (g_c+I), s	19.8	15.0	5.3	13.3	18.9	74.6	16.6	11.6				
Green Ext Time (p_c), s	0.2	6.7	0.0	0.7	0.4	0.0	0.0	0.6				

Intersection Summary

HCM 7th Control Delay, s/veh 71.9
HCM 7th LOS E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
Existing PM

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

HCM 7th Signalized Intersection Summary
12: Oakland Rd/S Main St & Montague Expy

1000 Gibraltar Dr - LTA
Existing PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔↔	↔	↔↔	↔↔↔	↔	↔↔	↔↔	↔	↔↔	↔↔	↔
Traffic Volume (veh/h)	219	2396	182	162	1273	137	290	256	326	245	342	200
Future Volume (veh/h)	219	2396	182	162	1273	137	290	256	326	245	342	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	221	2420	0	164	1286	0	293	259	0	247	345	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	265	2884		205	2806		335	592		292	552	
Arrive On Green	0.08	0.56	0.00	0.06	0.55	0.00	0.10	0.17	0.00	0.08	0.16	0.00
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	221	2420	0	164	1286	0	293	259	0	247	345	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	12.0	74.5	0.0	8.9	28.8	0.0	15.9	12.4	0.0	13.4	17.3	0.0
Cycle Q Clear(g_c), s	12.0	74.5	0.0	8.9	28.8	0.0	15.9	12.4	0.0	13.4	17.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	265	2884		205	2806		335	592		292	552	
V/C Ratio(X)	0.83	0.84		0.80	0.46		0.87	0.44		0.85	0.63	
Avail Cap(c_a), veh/h	535	2884		437	2806		437	592		524	552	
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	0.00	0.89	0.89	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	86.5	34.2	0.0	88.2	25.8	0.0	84.7	71.2	0.0	85.8	75.1	0.0
Incr Delay (d2), s/veh	6.7	3.1	0.0	6.3	0.5	0.0	14.5	2.3	0.0	6.7	5.3	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(95%),veh/ln	9.5	39.7	0.0	7.3	17.0	0.0	12.4	9.9	0.0	10.4	13.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	93.2	37.3	0.0	94.5	26.3	0.0	99.1	73.5	0.0	92.4	80.4	0.0
LnGrp LOS	F	D		F	C		F	E		F	F	
Approach Vol, veh/h	2641		1450				552		592			
Approach Delay, s/veh	42.0		34.0				87.1		85.4			
Approach LOS	D		C				F		F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	80.2	110.2	22.3	37.4	17.3	113.1	24.4	35.2				
Change Period (Y+Rc), s	5.6	5.8	6.2	5.7	6.0	5.8	6.0	* 5.7				
Max Green Setting (Gmax), s	29.4	84.2	28.8	24.3	24.0	89.2	24.0	* 30				
Max Q Clear Time (g_c+Tb), s	30.8	15.4	14.4	10.9	76.5	17.9	19.3					
Green Ext Time (p_c), s	0.6	11.5	0.7	1.0	0.4	11.0	0.5	1.5				

Intersection Summary

HCM 7th Control Delay, s/veh 49.4
HCM 7th LOS D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
Existing PM

D2 – No-Build Conditions 2026

HCM 7th Signalized Intersection Summary
1: S Abel S/N Abel St & W Calaveras Blvd

1000 Gibraltar Dr - LTA
2026 No Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	155	800	25	327	1614	108	29	277	313	131	365	459
Future Volume (veh/h)	155	800	25	327	1614	108	29	277	313	131	365	459
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	870	0	355	1754	0	32	301	340	142	397	499
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	1640		379	2134		49	779	347	168	1016	453
Arrive On Green	0.11	0.32	0.00	0.21	0.42	0.00	0.03	0.22	0.22	0.09	0.29	0.29
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	168	870	0	355	1754	0	32	301	340	142	397	499
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	11.1	16.7	0.0	23.5	36.5	0.0	2.1	8.7	25.6	9.4	10.8	34.3
Cycle Q Clear(g_c), s	11.1	16.7	0.0	23.5	36.5	0.0	2.1	8.7	25.6	9.4	10.8	34.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	200	1640		379	2134		49	779	347	168	1016	453
V/C Ratio(X)	0.84	0.53		0.94	0.82		0.66	0.39	0.98	0.85	0.39	1.10
Avail Cap(c_a), veh/h	465	1640		383	2134		197	779	347	168	1016	453
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	33.3	0.0	46.4	31.0	0.0	57.8	40.0	46.6	53.5	34.4	42.8
Incr Delay (d2), s/veh	9.2	1.2	0.0	30.1	3.7	0.0	14.0	0.3	42.4	31.0	0.2	72.5
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(95%),veh/ln	9.2	11.4	0.0	19.3	21.4	0.0	2.1	6.8	20.1	9.5	8.2	31.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.4	34.5	0.0	76.5	34.7	0.0	71.9	40.3	89.0	84.5	34.7	115.3
LnGrp LOS	E	C		E	C		E	D	F	F	C	F
Approach Vol, veh/h		1038			2109			673			1038	
Approach Delay, s/veh		38.9			41.7			66.4			80.3	
Approach LOS		D			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.7	43.3	8.0	39.0	18.1	54.9	16.0	31.0				
Change Period (Y+Rc), s	4.2	4.7	4.7	4.7	4.7	* 4.7	4.7	4.7				
Max Green Setting (Gmax), s	25.8	36.3	13.3	26.3	31.3	* 30	11.3	26.3				
Max Q Clear Time (g_c+I1), s	25.5	18.7	4.1	36.3	13.1	38.5	11.4	27.6				
Green Ext Time (p_c), s	0.0	5.6	0.0	0.0	0.4	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			52.8									
HCM 7th LOS			D									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

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Synchro 12 Report
2026 No Build AM

HCM 7th Signalized Intersection Summary
2: S Milpitas Blvd/N Milpitas Blvd & E Calaveras Blvd

1000 Gibraltar Dr - LTA
2026 No Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↗	↑↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	183	626	352	80	1603	212	344	207	54	137	214	330
Future Volume (veh/h)	183	626	352	80	1603	212	344	207	54	137	214	330
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	195	666	0	85	1705	0	366	220	57	146	228	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	1959		117	1897		721	742	331	661	680	
Arrive On Green	0.08	0.38	0.00	0.07	0.37	0.00	0.21	0.21	0.21	0.19	0.19	0.00
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	195	666	0	85	1705	0	366	220	57	146	228	0
Grp Sat Flow(s), veh/h/ln	1728	1702	1585	1781	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.3	10.5	0.0	5.3	35.9	0.0	10.7	6.0	3.4	4.1	6.3	0.0
Cycle Q Clear(g_c), s	6.3	10.5	0.0	5.3	35.9	0.0	10.7	6.0	3.4	4.1	6.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	1959		117	1897		721	742	331	661	680	
V/C Ratio(X)	0.73	0.34		0.73	0.90		0.51	0.30	0.17	0.22	0.34	
Avail Cap(c_a), veh/h	782	1959		325	1897		721	742	331	661	680	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.4	24.9	0.0	52.3	33.8	0.0	39.9	38.0	37.0	38.9	39.8	0.0
Incr Delay (d2), s/veh	3.8	0.5	0.0	8.3	7.3	0.0	2.5	1.0	1.1	0.8	1.3	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(95%),veh/ln	5.1	7.6	0.0	4.7	21.9	0.0	8.3	4.8	2.5	3.2	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.2	25.4	0.0	60.6	41.0	0.0	42.5	39.1	38.1	39.7	41.2	0.0
LnGrp LOS	E	C		E	D		D	D	D	D	D	
Approach Vol, veh/h	861		1790			643			374			
Approach Delay, s/veh	32.1		42.0			40.9			40.6			
Approach LOS	C		D			D			D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	48.3	28.0	26.0	13.0	47.0	26.0	28.0					
Change Period (Y+Rc), s	4.2	4.6	4.2	4.2	4.2	4.6	4.2	4.2				
Max Green Setting (Gmax), s	30.4	30.4	23.8	21.8	25.8	25.4	21.8	23.8				
Max Q Clear Time (g_c+I), s	12.5	12.5	12.7	8.3	8.3	37.9	6.1	8.0				
Green Ext Time (p_c), s	0.1	4.0	1.0	1.0	0.5	0.0	0.4	1.2				

Intersection Summary

HCM 7th Control Delay, s/veh 39.3
HCM 7th LOS D

Notes

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

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HCM 7th Signalized Intersection Summary 3: S Milpitas Blvd & Yosemite Dr

1000 Gibraltar Dr - LTA
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	4	3	238	32	311	9	277	105	177	244	40
Future Volume (veh/h)	8	4	3	238	32	311	9	277	105	177	244	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	9	4	3	253	34	331	10	295	112	188	260	43
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	119	187	140	458	37	364	21	1083	402	222	1652	270
Arrive On Green	0.01	0.19	0.19	0.07	0.25	0.25	0.01	0.43	0.43	0.13	0.55	0.55
Sat Flow, veh/h	1753	977	732	1753	147	1435	1753	2495	927	1753	3010	491
Grp Volume(v), veh/h	9	0	7	253	0	365	10	205	202	188	150	153
Grp Sat Flow(s),veh/h/ln	1753	0	1709	1753	0	1582	1753	1749	1674	1753	1749	1752
Q Serve(g_s), s	0.4	0.0	0.3	7.5	0.0	23.1	0.6	7.7	8.0	10.8	4.3	4.5
Cycle Q Clear(g_c), s	0.4	0.0	0.3	7.5	0.0	23.1	0.6	7.7	8.0	10.8	4.3	4.5
Prop In Lane	1.00		0.43	1.00		0.91	1.00		0.55	1.00		0.28
Lane Grp Cap(c), veh/h	119	0	327	458	0	401	21	759	727	222	960	962
V/C Ratio(X)	0.08	0.00	0.02	0.55	0.00	0.91	0.47	0.27	0.28	0.85	0.16	0.16
Avail Cap(c_a), veh/h	227	0	506	458	0	469	272	759	727	374	960	962
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	0.0	33.8	31.9	0.0	37.3	50.6	18.7	18.8	44.0	11.5	11.5
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.4	0.0	20.0	15.4	0.9	1.0	8.6	0.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	0.3	3.4	0.0	16.2	0.6	5.7	5.7	8.8	3.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.6	0.0	33.8	33.4	0.0	57.3	66.0	19.6	19.7	52.6	11.8	11.8
LnGrp LOS	C		C	C		E	E	B	B	D	B	B
Approach Vol, veh/h	16			618			417			491		
Approach Delay, s/veh	34.2			47.5			20.7			27.4		
Approach LOS	C			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	49.7	12.0	24.2	5.2	61.5	5.6	30.6					
Change Period (Y+Rc), s	4.0	5.0	4.5	4.5	4.0	5.0	4.5	4.5				
Max Green Setting (Gmax), s	22.8	25.0	7.5	30.5	16.0	31.0	7.5	30.5				
Max Q Clear Time (g_c+tc), s	10.0	10.0	9.5	2.3	2.6	6.5	2.4	25.1				
Green Ext Time (p_c), s	0.3	1.9	0.0	0.0	0.0	1.6	0.0	1.0				

Intersection Summary

HCM 7th Control Delay, s/veh	33.7
HCM 7th LOS	C

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Synchro 12 Report
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HCM 7th Signalized Intersection Summary 4: S Milpitas Blvd & D1/Ames Ave

1000 Gibraltar Dr - LTA
2026 No Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	0	0	0	30	0	15	0	419	63	33	434	0
Future Volume (veh/h)	0	0	0	30	0	15	0	419	63	33	434	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	0	0	0	32	0	16	0	446	67	35	462	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	0	73	0	105	0	19	2	2334	349	56	2940	0
Arrive On Green	0.00	0.00	0.00	0.04	0.00	0.04	0.00	0.78	0.78	0.03	0.85	0.00
Sat Flow, veh/h	0	1811	0	948	0	474	1725	3002	448	1725	3532	0
Grp Volume(v), veh/h	0	0	0	48	0	0	0	254	259	35	462	0
Grp Sat Flow(s), veh/h/ln	0	1811	0	1423	0	0	1725	1721	1730	1725	1721	0
Q Serve(g_s), s	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.5	3.5	1.8	2.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.5	3.5	1.8	2.0	0.0
Prop In Lane	0.00		0.00	0.67		0.33	1.00		0.26	1.00		0.00
Lane Grp Cap(c), veh/h	0	73	0	124	0	0	2	1338	1345	56	2940	0
V/C Ratio(X)	0.00	0.00	0.00	0.39	0.00	0.00	0.00	0.19	0.19	0.63	0.16	0.00
Avail Cap(c_a), veh/h	0	322	0	470	0	0	307	1338	1345	307	2940	0
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)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	42.9	0.0	0.0	0.0	2.6	2.6	43.0	1.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.3	0.3	11.0	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(95%),veh/ln	0.0	0.0	0.0	2.0	0.0	0.0	0.0	1.4	1.4	1.6	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	44.9	0.0	0.0	0.0	2.9	2.9	54.0	1.2	0.0
LnGrp LOS				D				A	A	D	A	
Approach Vol, veh/h	0			48			513			497		
Approach Delay, s/veh	0.0			44.9			2.9			4.9		
Approach LOS				D			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s6.9	75.0			8.1	0.0	81.9		8.1				
Change Period (Y+Rc), s 4.0	5.0			* 4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s 16.0	35.0			* 16	16.0	35.0		25.5				
Max Q Clear Time (g_c+I), s 13.0	5.5			0.0	0.0	4.0		5.0				
Green Ext Time (p_c), s 0.0	3.0			0.0	0.0	3.1		0.2				

Intersection Summary

HCM 7th Control Delay, s/veh 5.8
HCM 7th LOS A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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HCM 7th Signalized Intersection Summary
6: S Milpitas Blvd & Gibraltar Dr/ABC Dwy

1000 Gibraltar Dr - LTA
2026 No Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰		↱		↰	↱	↰	↱		↰	↱	↱
Traffic Volume (veh/h)	5	0	15	8	0	2	156	484	12	4	462	4
Future Volume (veh/h)	5	0	15	8	0	2	156	484	12	4	462	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	0	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	6	0	18	10	0	2	188	583	14	5	557	5
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	6	0	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	0	0	0	15	0	3	217	3027	73	9	1377	1167
Arrive On Green	0.00	0.00	0.00	0.01	0.00	0.01	0.13	0.88	0.88	0.01	0.76	0.76
Sat Flow, veh/h		0		1408	0	282	1725	3434	82	1725	1811	1535
Grp Volume(v), veh/h		0.0		12	0	0	188	292	305	5	557	5
Grp Sat Flow(s), veh/h/ln				1690	0	0	1725	1721	1796	1725	1811	1535
Q Serve(g_s), s				1.0	0.0	0.0	14.5	3.3	3.3	0.4	14.5	0.1
Cycle Q Clear(g_c), s				1.0	0.0	0.0	14.5	3.3	3.3	0.4	14.5	0.1
Prop In Lane				0.83		0.17	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h				18	0	0	217	1516	1583	9	1377	1167
V/C Ratio(X)				0.66	0.00	0.00	0.87	0.19	0.19	0.57	0.40	0.00
Avail Cap(c_a), veh/h				342	0	0	349	1516	1583	349	1377	1167
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				67.0	0.0	0.0	58.3	1.2	1.2	67.5	5.6	3.9
Incr Delay (d2), s/veh				46.1	0.0	0.0	15.5	0.3	0.3	63.8	0.9	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
%ile BackOfQ(95%),veh/ln				1.2	0.0	0.0	11.6	0.9	1.0	0.6	8.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				113.1	0.0	0.0	73.8	1.4	1.4	131.4	6.5	3.9
LnGrp LOS				F			E	A	A	F	A	A
Approach Vol, veh/h					12			785			567	
Approach Delay, s/veh					113.1			18.8			7.6	
Approach LOS					F			B			A	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s5.2	124.9			6.0	21.6	108.4						
Change Period (Y+Rc), s 4.5	5.0			4.5	4.5	5.0						
Max Green Setting (Gmax), s 27.5	35.0			27.5	27.5	35.0						
Max Q Clear Time (g_c+I), s 12.4	5.3			3.0	16.5	16.5						
Green Ext Time (p_c), s 0.0	9.2			0.0	0.6	7.4						
Intersection Summary												
HCM 7th Control Delay, s/veh				15.0								
HCM 7th LOS				B								

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	12	1	12	106	0	0	0	2	0	0	0
Future Vol, veh/h	0	12	1	12	106	0	0	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	0	14	1	14	128	0	0	0	2	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	128	0	0	16	0	0	172	172	15	171	172	128
Stage 1	-	-	-	-	-	-	15	15	-	157	157	-
Stage 2	-	-	-	-	-	-	157	157	-	14	16	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	1428	-	-	1570	-	-	780	712	1050	781	712	909
Stage 1	-	-	-	-	-	-	992	873	-	834	759	-
Stage 2	-	-	-	-	-	-	834	759	-	993	872	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1428	-	-	1570	-	-	773	705	1050	772	705	909
Mov Cap-2 Maneuver	-	-	-	-	-	-	773	705	-	772	705	-
Stage 1	-	-	-	-	-	-	992	873	-	826	751	-
Stage 2	-	-	-	-	-	-	826	751	-	990	872	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.74			8.44			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1050	1428	-	-	1570	-	-	-				
HCM Lane V/C Ratio	0.002	-	-	-	0.009	-	-	-				
HCM Ctrl Dly (s/v)	8.4	0	-	-	7.3	-	-	0				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑			↑
Traffic Vol, veh/h	0	0	74	0	0	34
Future Vol, veh/h	0	0	74	0	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	0	0	93	0	0	43
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	135	46	0	0	93	0
Stage 1	93	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.69	6.99	-	-	4.19	-
Critical Hdwy Stg 1	5.89	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.557	3.357	-	-	2.257	-
Pot Cap-1 Maneuver	841	1002	-	-	1474	-
Stage 1	910	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	841	1002	-	-	1474	-
Mov Cap-2 Maneuver	841	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	0	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1474	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 7th Signalized Intersection Summary
9: S Milpitas Dr & Montague Expy

1000 Gibraltar Dr - LTA
2026 No Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	802	8	95	2610	313	11	71	137	119	59	435
Future Volume (veh/h)	277	802	8	95	2610	313	11	71	137	119	59	435
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1914	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	292	844	8	100	2747	329	12	75	144	125	62	458
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	329	3097	29	132	2635	675	432	490	437	358	903	403
Arrive On Green	0.10	0.48	0.48	0.04	0.42	0.42	0.13	0.28	0.28	0.11	0.26	0.26
Sat Flow, veh/h	3401	6517	62	3401	6332	1622	3401	1749	1560	3401	3497	1560
Grp Volume(v), veh/h	292	615	237	100	2747	329	12	75	144	125	62	458
Grp Sat Flow(s),veh/h/ln	1700	1583	1830	1700	1583	1622	1700	1749	1560	1700	1749	1560
Q Serve(g_s), s	19.5	17.9	18.0	6.7	95.7	34.2	0.7	7.4	16.8	7.9	3.1	59.4
Cycle Q Clear(g_c), s	19.5	17.9	18.0	6.7	95.7	34.2	0.7	7.4	16.8	7.9	3.1	59.4
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	329	2257	869	132	2635	675	432	490	437	358	903	403
V/C Ratio(X)	0.89	0.27	0.27	0.76	1.04	0.49	0.03	0.15	0.33	0.35	0.07	1.14
Avail Cap(c_a), veh/h	500	2257	869	355	2635	675	432	490	437	358	903	403
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)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	102.6	36.4	36.4	109.5	67.1	49.2	88.0	62.3	65.7	95.6	64.4	85.3
Incr Delay (d2), s/veh	11.0	0.3	0.7	8.6	29.8	2.5	0.1	0.7	2.0	2.7	0.1	87.7
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(95%),veh/ln	13.9	11.3	12.8	5.6	56.1	20.7	0.6	6.2	11.4	6.5	2.5	46.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	113.6	36.7	37.1	118.1	96.9	51.7	88.1	63.0	67.7	98.3	64.6	173.0
LnGrp LOS	F	D	D	F	F	D	F	E	E	F	E	F
Approach Vol, veh/h	1144			3176			231			645		
Approach Delay, s/veh	56.4			92.9			67.2			148.1		
Approach LOS	E			F			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.5	101.5	35.0	65.0	14.9	115.1	30.0	70.0				
Change Period (Y+Rc), s	6.2	5.8	5.8	5.6	6.0	5.8	5.8	5.6				
Max Green Setting (Gmax), s	33.8	84.2	29.2	54.4	24.0	94.2	24.2	64.4				
Max Q Clear Time (g_c+I1), s	21.5	97.7	2.7	61.4	8.7	20.0	9.9	18.8				
Green Ext Time (p_c), s	0.8	0.0	0.0	0.0	0.2	6.0	0.3	1.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	90.6											
HCM 7th LOS	F											

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2026 No Build AM

HCM 7th Signalized Intersection Summary
10: E Capitol Ave/Great Mall Pkwy & Montague Expy

1000 Gibraltar Dr - LTA
2026 No Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑↑	↗	↔↔	↑↑↑↑	↗	↔↔	↑↑↑↑	↗	↔↔	↑↑↑↑	↗
Traffic Volume (veh/h)	158	706	59	51	1863	1137	152	701	64	422	217	30
Future Volume (veh/h)	158	706	59	51	1863	1137	152	701	64	422	217	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	165	735	0	53	1941	1184	158	730	0	440	226	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	195	3705		78	3483	858	186	826		477	1253	
Arrive On Green	0.06	0.59	0.00	0.02	0.55	0.55	0.05	0.16	0.00	0.14	0.25	0.00
Sat Flow, veh/h	3401	6332	1560	3401	6332	1560	3401	5025	1560	3401	5025	1560
Grp Volume(v), veh/h	165	735	0	53	1941	1184	158	730	0	440	226	0
Grp Sat Flow(s),veh/h/ln	1700	1583	1560	1700	1583	1560	1700	1675	1560	1700	1675	1560
Q Serve(g_s), s	13.0	14.7	0.0	4.2	53.7	148.5	12.4	38.3	0.0	34.5	9.5	0.0
Cycle Q Clear(g_c), s	13.0	14.7	0.0	4.2	53.7	148.5	12.4	38.3	0.0	34.5	9.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	3705		78	3483	858	186	826		477	1253	
V/C Ratio(X)	0.84	0.20		0.68	0.56	1.38	0.85	0.88		0.92	0.18	
Avail Cap(c_a), veh/h	684	3705		307	3483	858	293	1011		674	1569	
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)	0.97	0.97	0.00	0.09	0.09	0.09	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.0	26.3	0.0	131.0	39.4	60.7	126.6	110.3	0.0	114.6	79.6	0.0
Incr Delay (d2), s/veh	9.2	0.1	0.0	1.0	0.1	171.6	12.9	8.1	0.0	14.3	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(95%),veh/ln	10.1	9.6	0.0	2.6	23.4	133.0	9.9	24.4	0.0	23.0	7.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	135.3	26.4	0.0	131.9	39.5	232.4	139.5	118.4	0.0	128.9	79.7	0.0
LnGrp LOS	F	C		F	D	F	F	F		F	E	
Approach Vol, veh/h	900				3178		888				666	
Approach Delay, s/veh	46.4				112.9		122.2				112.2	
Approach LOS	D				F		F				F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	154.3	44.4	50.1	11.8	163.8	21.4	73.0				
Change Period (Y+Rc), s	5.7	5.8	6.5	5.7	5.6	5.8	6.7	5.7				
Max Green Setting (Gmax), s	54.3	84.2	53.5	54.3	24.4	114.2	23.3	84.3				
Max Q Clear Time (g_c+tr), s	150.5	150.5	36.5	40.3	6.2	16.7	14.4	11.5				
Green Ext Time (p_c), s	0.5	0.0	1.4	4.0	0.1	5.4	0.3	1.5				

Intersection Summary

HCM 7th Control Delay, s/veh 103.6
HCM 7th LOS F

Notes

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

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2026 No Build AM

HCM 7th Signalized Intersection Summary
11: Trade Zone Blvd/McCandless Dr & Montague Expy

1000 Gibraltar Dr - LTA
2026 No Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↰↰	↰	↰	↰↰↰	↰	↰↰	↰	↰	↰	↰	↰
Traffic Volume (veh/h)	50	703	615	79	1779	112	888	68	109	49	71	297
Future Volume (veh/h)	50	703	615	79	1779	112	888	68	109	49	71	297
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	52	725	634	81	1834	0	965	0	0	51	73	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	67	3170	984	102	3259		766	0		201	101	
Arrive On Green	0.04	0.63	0.63	0.06	0.65	0.00	0.10	0.00	0.00	0.04	0.06	0.00
Sat Flow, veh/h	1753	5025	1560	1753	5025	1560	5259	0	1560	1753	1841	1560
Grp Volume(v), veh/h	52	725	634	81	1834	0	965	0	0	51	73	0
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1753	1675	1560	1753	0	1560	1753	1841	1560
Q Serve(g_s), s	4.1	8.7	35.4	6.4	28.3	0.0	14.6	0.0	0.0	3.8	5.5	0.0
Cycle Q Clear(g_c), s	4.1	8.7	35.4	6.4	28.3	0.0	14.6	0.0	0.0	3.8	5.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	3170	984	102	3259		766	0		201	101	
V/C Ratio(X)	0.77	0.23	0.64	0.79	0.56		1.26	0.00		0.25	0.72	
Avail Cap(c_a), veh/h	377	3170	984	381	3259		766	0		312	390	
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)	0.89	0.89	0.89	0.77	0.77	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	66.7	11.2	16.1	65.1	13.6	0.0	57.7	0.0	0.0	58.8	65.1	0.0
Incr Delay (d2), s/veh	15.1	0.1	2.9	10.0	0.5	0.0	127.6	0.0	0.0	0.7	9.2	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(95%),veh/ln	8.8	5.6	18.9	5.6	14.4	0.0	18.0	0.0	0.0	3.1	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.8	11.3	19.0	75.0	14.2	0.0	185.3	0.0	0.0	59.5	74.3	0.0
LnGrp LOS	F	B	B	E	B		F			E	E	
Approach Vol, veh/h	1411			1915			965			124		
Approach Delay, s/veh	17.3			16.7			185.3			68.2		
Approach LOS	B			B			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.3	96.6	11.1	22.0	12.8	94.1	20.0	13.1				
Change Period (Y+Rc), s	4.9	5.8	5.3	5.4	4.6	5.8	5.4	* 5.4				
Max Green Setting (Gmax), s	30.3	44.2	14.7	29.6	30.4	44.2	14.6	* 30				
Max Q Clear Time (g_c+I), s	30.3	30.3	5.8	0.0	8.4	37.4	16.6	7.5				
Green Ext Time (p_c), s	0.1	9.8	0.0	0.0	0.2	3.8	0.0	0.3				

Intersection Summary

HCM 7th Control Delay, s/veh 55.2
HCM 7th LOS E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2026 No Build AM

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

HCM 7th Signalized Intersection Summary
12: Oakland Rd/S Main St & Montague Expy

1000 Gibraltar Dr - LTA
2026 No Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	159	1050	293	174	2643	100	515	177	177	152	206	469
Future Volume (veh/h)	159	1050	293	174	2643	100	515	177	177	152	206	469
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/n	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	169	1117	0	185	2812	0	548	188	0	162	219	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	211	2678		226	2711		433	779		204	547	
Arrive On Green	0.06	0.53	0.00	0.07	0.54	0.00	0.13	0.22	0.00	0.06	0.16	0.00
Sat Flow, veh/h	3428	5066	1572	3428	5066	1572	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	169	1117	0	185	2812	0	548	188	0	162	219	0
Grp Sat Flow(s),veh/h/n	1714	1689	1572	1714	1689	1572	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	9.2	25.3	0.0	10.1	101.7	0.0	24.0	8.3	0.0	8.9	10.6	0.0
Cycle Q Clear(g_c), s	9.2	25.3	0.0	10.1	101.7	0.0	24.0	8.3	0.0	8.9	10.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	211	2678		226	2711		433	779		204	547	
V/C Ratio(X)	0.80	0.42		0.82	1.04		1.27	0.24		0.79	0.40	
Avail Cap(c_a), veh/h	530	2678		433	2711		433	779		520	547	
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	0.00	0.63	0.63	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	88.0	27.1	0.0	87.6	44.2	0.0	83.0	60.9	0.0	88.2	72.3	0.0
Incr Delay (d2), s/veh	6.9	0.5	0.0	4.6	24.6	0.0	136.8	0.7	0.0	6.8	2.2	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(95%),veh/ln	7.7	15.6	0.0	7.4	57.7	0.0	28.7	6.9	0.0	7.5	8.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	94.9	27.5	0.0	92.2	68.8	0.0	219.8	61.6	0.0	95.0	74.5	0.0
LnGrp LOS	F	C		F	F		F	E		F	E	
Approach Vol, veh/h	1286			2997			736			381		
Approach Delay, s/veh	36.4			70.2			179.4			83.2		
Approach LOS	D			E			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	107.5	17.5	47.7	18.5	106.3	30.0	35.2				
Change Period (Y+Rc), s	5.6	5.8	6.2	5.7	6.0	5.8	6.0	* 5.7				
Max Green Setting (Gmax), s	29.4	84.2	28.8	24.3	24.0	89.2	24.0	* 30				
Max Q Clear Time (g_c+I1), s	103.7	10.9	10.3	12.1	27.3	26.0	12.6					
Green Ext Time (p_c), s	0.5	0.0	0.4	0.8	0.4	9.4	0.0	1.1				

Intersection Summary

HCM 7th Control Delay, s/veh 78.0
HCM 7th LOS E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2026 No Build AM

HCM 7th Signalized Intersection Summary
1: S Abel S/N Abel St & W Calaveras Blvd

1000 Gibraltar Dr - LTA
2026 No Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↰↰	↰	↰	↰↰↰	↰	↰	↰↰	↰	↰	↰↰	↰
Traffic Volume (veh/h)	179	1607	23	253	933	140	49	366	706	186	255	217
Future Volume (veh/h)	179	1607	23	253	933	140	49	366	706	186	255	217
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	183	1640	0	258	952	0	50	373	720	190	260	221
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	215	1921		289	2111		65	785	350	169	993	443
Arrive On Green	0.12	0.37	0.00	0.16	0.41	0.00	0.04	0.22	0.22	0.09	0.28	0.28
Sat Flow, veh/h	1795	5147	1598	1795	5147	1598	1795	3582	1598	1795	3582	1598
Grp Volume(v), veh/h	183	1640	0	258	952	0	50	373	720	190	260	221
Grp Sat Flow(s),veh/h/ln	1795	1716	1598	1795	1716	1598	1795	1791	1598	1795	1791	1598
Q Serve(g_s), s	12.0	35.2	0.0	16.9	16.1	0.0	3.3	10.9	26.3	11.3	6.8	13.9
Cycle Q Clear(g_c), s	12.0	35.2	0.0	16.9	16.1	0.0	3.3	10.9	26.3	11.3	6.8	13.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	1921		289	2111		65	785	350	169	993	443
V/C Ratio(X)	0.85	0.85		0.89	0.45		0.77	0.48	2.06	1.12	0.26	0.50
Avail Cap(c_a), veh/h	468	1921		386	2111		199	785	350	169	993	443
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	34.6	0.0	49.3	25.6	0.0	57.3	40.8	46.8	54.3	33.8	36.4
Incr Delay (d2), s/veh	9.0	5.1	0.0	18.2	0.7	0.0	17.1	0.4	485.1	106.3	0.1	0.9
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(95%),veh/ln	9.9	21.6	0.0	13.8	10.7	0.0	3.2	8.4	90.6	15.9	5.3	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.8	39.7	0.0	67.5	26.3	0.0	74.5	41.3	532.0	160.7	33.9	37.3
LnGrp LOS	E	D		E	C		E	D	F	F	C	D
Approach Vol, veh/h	1823				1210				1143			
Approach Delay, s/veh	41.8				35.1				351.8			
Approach LOS	D				D				F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.5	49.5	9.0	38.0	19.1	53.9	16.0	31.0				
Change Period (Y+Rc), s	4.2	4.7	4.7	4.7	4.7	* 4.7	4.7	4.7				
Max Green Setting (Gmax), s	25.8	36.3	13.3	26.3	31.3	* 30	11.3	26.3				
Max Q Clear Time (g_c+I1), s	18.9	37.2	5.3	15.9	14.0	18.1	13.3	28.3				
Green Ext Time (p_c), s	0.4	0.0	0.0	1.7	0.4	4.9	0.0	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh 117.3
HCM 7th LOS F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2026 No Build PM

HCM 7th Signalized Intersection Summary
2: S Milpitas Blvd/N Milpitas Blvd & E Calaveras Blvd

1000 Gibraltar Dr - LTA
2026 No Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔↔	↔	↔	↔↔↔	↔	↔↔	↔↔	↔	↔↔	↔↔	↔
Traffic Volume (veh/h)	396	1431	644	124	951	196	317	266	113	202	319	250
Future Volume (veh/h)	396	1431	644	124	951	196	317	266	113	202	319	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	417	1506	0	131	1001	0	334	280	119	213	336	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	500	1843		163	1572		727	748	334	666	685	
Arrive On Green	0.14	0.36	0.00	0.09	0.31	0.00	0.21	0.21	0.21	0.19	0.19	0.00
Sat Flow, veh/h	3483	5147	1598	1795	5147	1598	3483	3582	1598	3483	3582	1598
Grp Volume(v), veh/h	417	1506	0	131	1001	0	334	280	119	213	336	0
Grp Sat Flow(s),veh/h/ln	1742	1716	1598	1795	1716	1598	1742	1791	1598	1742	1791	1598
Q Serve(g_s), s	13.3	30.3	0.0	8.2	19.1	0.0	9.6	7.6	7.3	6.0	9.5	0.0
Cycle Q Clear(g_c), s	13.3	30.3	0.0	8.2	19.1	0.0	9.6	7.6	7.3	6.0	9.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	500	1843		163	1572		727	748	334	666	685	
V/C Ratio(X)	0.83	0.82		0.80	0.64		0.46	0.37	0.36	0.32	0.49	
Avail Cap(c_a), veh/h	788	1843		328	1572		727	748	334	666	685	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.5	33.2	0.0	50.8	34.1	0.0	39.5	38.7	38.6	39.7	41.1	0.0
Incr Delay (d2), s/veh	4.4	4.2	0.0	8.8	2.0	0.0	2.1	1.4	3.0	1.3	2.5	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(95%),veh/ln	9.9	18.6	0.0	7.2	12.7	0.0	7.6	6.2	5.5	4.8	7.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.9	37.3	0.0	59.6	36.1	0.0	41.6	40.1	41.5	41.0	43.6	0.0
LnGrp LOS	D	D		E	D		D	D	D	D	D	
Approach Vol, veh/h	1923			1132			733			549		
Approach Delay, s/veh	40.5			38.8			41.0			42.6		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	44.6	45.4	28.0	26.0	20.6	39.4	26.0	28.0				
Change Period (Y+Rc), s	4.2	4.6	4.2	4.2	4.2	4.6	4.2	4.2				
Max Green Setting (Gmax), s	29.8	30.4	23.8	21.8	25.8	25.4	21.8	23.8				
Max Q Clear Time (g_c+M), s	29.8	32.3	11.6	11.5	15.3	21.1	8.0	9.6				
Green Ext Time (p_c), s	0.2	0.0	0.9	1.4	1.1	2.4	0.6	1.7				

Intersection Summary

HCM 7th Control Delay, s/veh	40.4
HCM 7th LOS	D

Notes

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

HCM 7th Signalized Intersection Summary
3: S Milpitas Blvd & Yosemite Dr

1000 Gibraltar Dr - LTA
2026 No Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	29	8	193	7	155	0	289	140	367	647	5
Future Volume (veh/h)	42	29	8	193	7	155	0	289	140	367	647	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	30	8	197	7	158	0	295	143	374	660	5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	127	34	295	9	195	2	1052	498	380	2537	19
Arrive On Green	0.03	0.09	0.09	0.07	0.13	0.13	0.00	0.45	0.45	0.21	0.70	0.70
Sat Flow, veh/h	1781	1423	379	1781	68	1528	1781	2341	1107	1781	3615	27
Grp Volume(v), veh/h	43	0	38	197	0	165	0	222	216	374	324	341
Grp Sat Flow(s),veh/h/ln	1781	0	1802	1781	0	1595	1781	1777	1671	1781	1777	1865
Q Serve(g_s), s	2.2	0.0	2.0	7.5	0.0	10.4	0.0	8.1	8.4	21.5	6.9	6.9
Cycle Q Clear(g_c), s	2.2	0.0	2.0	7.5	0.0	10.4	0.0	8.1	8.4	21.5	6.9	6.9
Prop In Lane	1.00		0.21	1.00		0.96	1.00		0.66	1.00		0.01
Lane Grp Cap(c), veh/h	164	0	161	295	0	204	2	799	751	380	1247	1309
V/C Ratio(X)	0.26	0.00	0.24	0.67	0.00	0.81	0.00	0.28	0.29	0.98	0.26	0.26
Avail Cap(c_a), veh/h	233	0	534	295	0	472	277	799	751	380	1247	1309
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	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	0.0	43.6	40.4	0.0	43.7	0.0	17.8	17.9	40.3	5.6	5.6
Incr Delay (d2), s/veh	0.8	0.0	0.7	5.7	0.0	7.5	0.0	0.9	1.0	41.5	0.5	0.5
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(95%),veh/ln	1.8	0.0	1.6	2.7	0.0	7.8	0.0	6.0	5.9	19.5	4.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.6	0.0	44.4	46.1	0.0	51.2	0.0	18.7	18.9	81.8	6.1	6.1
LnGrp LOS	D		D	D		D		B	B	F	A	A
Approach Vol, veh/h	81			362			438			1039		
Approach Delay, s/veh	42.9			48.4			18.8			33.3		
Approach LOS	D			D			B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.0	51.3	12.0	13.7	0.0	77.3	8.0	17.7				
Change Period (Y+Rc), s	4.0	5.0	4.5	4.5	4.0	5.0	4.5	4.5				
Max Green Setting (Gmax), s	22.8	25.0	7.5	30.5	16.0	31.0	7.5	30.5				
Max Q Clear Time (g_c+Q), s	23.5	10.4	9.5	4.0	0.0	8.9	4.2	12.4				
Green Ext Time (p_c), s	0.0	2.1	0.0	0.1	0.0	3.8	0.0	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	33.3											
HCM 7th LOS	C											

HCM 7th Signalized Intersection Summary 4: S Milpitas Blvd & D1/Ames Ave

1000 Gibraltar Dr - LTA
2026 No Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	0	0	0	77	0	24	0	395	24	24	838	0
Future Volume (veh/h)	0	0	0	77	0	24	0	395	24	24	838	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	79	0	25	0	407	25	25	864	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	167	0	167	2	31	2	2500	153	46	2861	0
Arrive On Green	0.00	0.00	0.00	0.09	0.00	0.09	0.00	0.73	0.73	0.03	0.81	0.00
Sat Flow, veh/h	0	1870	0	1085	25	351	1781	3401	208	1781	3647	0
Grp Volume(v), veh/h	0	0	0	104	0	0	0	212	220	25	864	0
Grp Sat Flow(s), veh/h/ln	0	1870	0	1461	0	0	1781	1777	1833	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	6.1	0.0	0.0	0.0	3.2	3.3	1.2	5.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	6.3	0.0	0.0	0.0	3.2	3.3	1.2	5.6	0.0
Prop In Lane	0.00		0.00	0.76		0.24	1.00		0.11	1.00		0.00
Lane Grp Cap(c), veh/h	0	167	0	201	0	0	2	1306	1347	46	2861	0
V/C Ratio(X)	0.00	0.00	0.00	0.52	0.00	0.00	0.00	0.16	0.16	0.54	0.30	0.00
Avail Cap(c_a), veh/h	0	333	0	483	0	0	317	1306	1347	317	2861	0
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)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	40.2	0.0	0.0	0.0	3.6	3.6	43.3	2.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.3	0.3	9.6	0.3	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(95%),veh/ln	0.0	0.0	0.0	4.2	0.0	0.0	0.0	1.6	1.6	1.2	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	42.2	0.0	0.0	0.0	3.9	3.9	52.9	2.5	0.0
LnGrp LOS				D				A	A	D	A	
Approach Vol, veh/h	0			104			432			889		
Approach Delay, s/veh	0.0			42.2			3.9			3.9		
Approach LOS				D			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	71.1		12.5	0.0	77.5		12.5				
Change Period (Y+Rc), s	4.0	5.0		* 4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	16.0	35.0		* 16	16.0	35.0		25.5				
Max Q Clear Time (g_c+I), s	13.2	5.3		0.0	0.0	7.6		8.3				
Green Ext Time (p_c), s	0.0	2.4		0.0	0.0	6.3		0.4				

Intersection Summary

HCM 7th Control Delay, s/veh 6.7
HCM 7th LOS A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
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HCM 7th Signalized Intersection Summary
6: S Milpitas Blvd & Gibraltar Dr/ABC Dwy

1000 Gibraltar Dr - LTA
2026 No Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰		↱		↰	↱	↰	↱		↰	↱	↱
Traffic Volume (veh/h)	7	0	121	17	0	9	22	399	17	1	917	1
Future Volume (veh/h)	7	0	121	17	0	9	22	399	17	1	917	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	0	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	7	0	127	18	0	9	23	420	18	1	965	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	0	0	0	23	0	11	31	3066	131	2	1621	1374
Arrive On Green	0.00	0.00	0.00	0.02	0.00	0.02	0.02	0.88	0.88	0.00	0.86	0.86
Sat Flow, veh/h		0		1149	0	575	1795	3500	150	1795	1885	1598
Grp Volume(v), veh/h		0.0		27	0	0	23	214	224	1	965	1
Grp Sat Flow(s), veh/h/ln				1724	0	0	1795	1791	1858	1795	1885	1598
Q Serve(g_s), s				2.1	0.0	0.0	1.7	2.3	2.3	0.1	20.0	0.0
Cycle Q Clear(g_c), s				2.1	0.0	0.0	1.7	2.3	2.3	0.1	20.0	0.0
Prop In Lane				0.67		0.33	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h				34	0	0	31	1569	1628	2	1621	1374
V/C Ratio(X)				0.79	0.00	0.00	0.75	0.14	0.14	0.51	0.60	0.00
Avail Cap(c_a), veh/h				349	0	0	363	1569	1628	363	1621	1374
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				66.4	0.0	0.0	66.6	1.2	1.2	67.9	2.7	1.3
Incr Delay (d2), s/veh				41.7	0.0	0.0	40.0	0.2	0.2	167.8	1.6	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
%ile BackOfQ(95%),veh/ln				2.4	0.0	0.0	2.0	0.7	0.8	0.2	8.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				108.1	0.0	0.0	106.6	1.4	1.4	235.6	4.3	1.3
LnGrp LOS				F			F	A	A	F	A	A
Approach Vol, veh/h					27			461			967	
Approach Delay, s/veh					108.1			6.6			4.6	
Approach LOS					F			A			A	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	4.6	124.1		7.2	6.8	122.0						
Change Period (Y+Rc), s	4.5	5.0		4.5	4.5	5.0						
Max Green Setting (Gmax), s	27.5	35.0		27.5	27.5	35.0						
Max Q Clear Time (g_c+I), s	4.3			4.1	3.7	22.0						
Green Ext Time (p_c), s	0.0	6.5		0.1	0.0	10.0						
Intersection Summary												
HCM 7th Control Delay, s/veh			7.1									
HCM 7th LOS			A									

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	99	0	2	17	0	0	0	12	0	0	0
Future Vol, veh/h	0	99	0	2	17	0	0	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	125	0	3	22	0	0	0	15	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	125	0	0	152	152	125	152	152	22
Stage 1	-	-	-	-	-	-	125	125	-	27	27	-
Stage 2	-	-	-	-	-	-	27	27	-	125	125	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1594	-	-	1461	-	-	815	740	925	815	740	1056
Stage 1	-	-	-	-	-	-	879	792	-	991	873	-
Stage 2	-	-	-	-	-	-	991	873	-	879	792	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1594	-	-	1461	-	-	814	738	925	801	738	1056
Mov Cap-2 Maneuver	-	-	-	-	-	-	814	738	-	801	738	-
Stage 1	-	-	-	-	-	-	879	792	-	989	871	-
Stage 2	-	-	-	-	-	-	989	871	-	864	792	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.79			8.96			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	925	1594	-	-	1461	-	-	-				
HCM Lane V/C Ratio	0.016	-	-	-	0.002	-	-	-				
HCM Ctrl Dly (s/v)	9	0	-	-	7.5	-	-	0				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-				

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑			↑
Traffic Vol, veh/h	0	0	37	0	0	63
Future Vol, veh/h	0	0	37	0	0	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	62	0	0	105
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	167	31	0	0	62	0
Stage 1	62	-	-	-	-	-
Stage 2	105	-	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	4.13	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	816	1037	-	-	1540	-
Stage 1	954	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	816	1037	-	-	1540	-
Mov Cap-2 Maneuver	816	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	0	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1540	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 7th Signalized Intersection Summary
9: S Milpitas Dr & Montague Expy

1000 Gibraltar Dr - LTA
2026 No Build PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	🔽🔽	🔽🔽🔽		🔽🔽	🔽🔽🔽	🔽	🔽🔽	🔽🔽		🔽🔽	🔽🔽	🔽
Traffic Volume (veh/h)	393	1897	32	93	1133	131	19	82	143	360	172	522
Future Volume (veh/h)	393	1897	32	93	1133	131	19	82	143	360	172	522
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1945	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	401	1936	33	95	1156	134	19	84	146	367	176	533
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	437	3132	53	127	2488	637	439	498	444	364	918	409
Arrive On Green	0.13	0.48	0.48	0.04	0.39	0.39	0.13	0.28	0.28	0.11	0.26	0.26
Sat Flow, veh/h	3456	6564	112	3456	6434	1648	3456	1777	1585	3456	3554	1585
Grp Volume(v), veh/h	401	1423	546	95	1156	134	19	84	146	367	176	533
Grp Sat Flow(s), veh/h/ln	1728	1609	1850	1728	1609	1648	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	26.4	50.3	50.3	6.3	30.9	12.5	1.1	8.2	16.8	24.2	8.9	59.4
Cycle Q Clear(g_c), s	26.4	50.3	50.3	6.3	30.9	12.5	1.1	8.2	16.8	24.2	8.9	59.4
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	437	2302	883	127	2488	637	439	498	444	364	918	409
V/C Ratio(X)	0.92	0.62	0.62	0.75	0.46	0.21	0.04	0.17	0.33	1.01	0.19	1.30
Avail Cap(c_a), veh/h	508	2302	883	361	2488	637	439	498	444	364	918	409
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)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	99.3	44.6	44.6	109.7	52.7	47.1	88.1	62.6	65.7	102.9	66.6	85.3
Incr Delay (d2), s/veh	16.0	0.9	2.4	8.4	0.6	0.8	0.2	0.7	2.0	49.6	0.5	152.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.9	26.6	30.6	5.4	18.5	9.2	0.9	6.9	11.5	19.5	7.4	60.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	115.2	45.5	47.0	118.1	53.4	47.8	88.3	63.3	67.6	152.5	67.0	238.1
LnGrp LOS	F	D	D	F	D	D	F	E	E	F	E	F
Approach Vol, veh/h		2370			1385			249			1076	
Approach Delay, s/veh		57.7			57.3			67.8			180.9	
Approach LOS		E			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.3	94.7	35.0	65.0	14.5	115.5	30.0	70.0				
Change Period (Y+Rc), s	6.2	5.8	5.8	5.6	6.0	5.8	5.8	5.6				
Max Green Setting (Gmax), s	33.8	84.2	29.2	54.4	24.0	94.2	24.2	64.4				
Max Q Clear Time (g_c+I1), s	28.4	32.9	3.1	61.4	8.3	52.3	26.2	18.8				
Green Ext Time (p_c), s	0.7	10.4	0.0	0.0	0.2	19.3	0.0	1.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			84.2									
HCM 7th LOS			F									

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2026 No Build PM

HCM 7th Signalized Intersection Summary
10: E Capitol Ave/Great Mall Pkwy & Montague Expy

1000 Gibraltar Dr - LTA
2026 No Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑↑	↗	↔↔	↑↑↑↑	↗	↔↔	↑↑↑↑	↗	↔↔	↑↑↑↑	↗
Traffic Volume (veh/h)	208	1692	249	135	1021	390	140	302	77	614	1233	58
Future Volume (veh/h)	208	1692	249	135	1021	390	140	302	77	614	1233	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	212	1727	0	138	1042	398	143	308	0	627	1258	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	3470		166	3322	818	171	691		656	1404	
Arrive On Green	0.07	0.54	0.00	0.05	0.52	0.52	0.05	0.14	0.00	0.19	0.27	0.00
Sat Flow, veh/h	3456	6434	1585	3456	6434	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	212	1727	0	138	1042	398	143	308	0	627	1258	0
Grp Sat Flow(s), veh/h/ln	1728	1609	1585	1728	1609	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	16.4	45.6	0.0	10.7	25.2	43.8	11.1	15.0	0.0	48.5	64.0	0.0
Cycle Q Clear(g_c), s	16.4	45.6	0.0	10.7	25.2	43.8	11.1	15.0	0.0	48.5	64.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	244	3470		166	3322	818	171	691		656	1404	
V/C Ratio(X)	0.87	0.50		0.83	0.31	0.49	0.84	0.45		0.96	0.90	
Avail Cap(c_a), veh/h	695	3470		312	3322	818	298	1027		685	1594	
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)	0.50	0.50	0.00	0.81	0.81	0.81	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.2	39.2	0.0	127.4	37.7	42.2	127.2	107.4	0.0	108.2	94.2	0.0
Incr Delay (d2), s/veh	4.8	0.3	0.0	8.4	0.2	1.7	10.2	0.5	0.0	23.5	6.5	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(95%),veh/mi	10.8	23.3	0.0	8.4	14.9	24.1	9.1	11.0	0.0	32.2	38.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	129.0	39.4	0.0	135.8	37.9	43.9	137.5	107.9	0.0	131.8	100.7	0.0
LnGrp LOS	F	D		F	D	D	F	F		F	F	
Approach Vol, veh/h	1939			1578			451			1885		
Approach Delay, s/veh	49.2			48.0			117.3			111.0		
Approach LOS	D			D			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.8	145.2	57.8	42.2	18.6	151.4	20.1	79.9				
Change Period (Y+Rc), s	5.7	5.8	6.5	5.7	5.6	5.8	6.7	5.7				
Max Green Setting (Gmax), s	54.3	84.2	53.5	54.3	24.4	114.2	23.3	84.3				
Max Q Clear Time (g_c+tr), s	45.8	45.8	50.5	17.0	12.7	47.6	13.1	66.0				
Green Ext Time (p_c), s	0.7	10.3	0.8	2.1	0.3	19.7	0.3	8.2				

Intersection Summary

HCM 7th Control Delay, s/veh 74.0
HCM 7th LOS E

Notes

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

1000 Gibraltar Dr - LTA
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Synchro 12 Report
2026 No Build PM

HCM 7th Signalized Intersection Summary
11: Trade Zone Blvd/McCandless Dr & Montague Expy

1000 Gibraltar Dr - LTA
2026 No Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↰↰	↰	↰	↰↰↰	↰	↰↰	↰	↰	↰	↰	↰
Traffic Volume (veh/h)	104	2053	1149	226	958	45	592	57	205	48	134	149
Future Volume (veh/h)	104	2053	1149	226	958	45	592	57	205	48	134	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/n	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	2095	1172	231	978	0	523	172	0	49	137	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	2598	806	258	2952		521	293		207	170	
Arrive On Green	0.07	0.51	0.51	0.14	0.58	0.00	0.10	0.16	0.00	0.04	0.09	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	3563	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	106	2095	1172	231	978	0	523	172	0	49	137	0
Grp Sat Flow(s), veh/h/n	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	8.2	47.9	71.2	17.8	14.0	0.0	14.6	12.0	0.0	3.4	10.1	0.0
Cycle Q Clear(g_c), s	8.2	47.9	71.2	17.8	14.0	0.0	14.6	12.0	0.0	3.4	10.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	2598	806	258	2952		521	293		207	170	
V/C Ratio(X)	0.81	0.81	1.45	0.90	0.33		1.00	0.59		0.24	0.81	
Avail Cap(c_a), veh/h	383	2598	806	387	2952		521	395		325	397	
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)	0.26	0.26	0.26	0.94	0.94	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	63.9	28.6	34.4	58.8	15.4	0.0	54.2	54.9	0.0	54.5	62.5	0.0
Incr Delay (d2), s/veh	3.2	0.7	205.9	15.5	0.3	0.0	40.1	1.9	0.0	0.6	8.8	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(95%),veh/ln	22.2	103.8	13.8	8.9	0.0	8.7	9.7	0.0	2.9	9.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.1	29.4	240.3	74.3	15.7	0.0	94.3	56.7	0.0	55.1	71.2	0.0
LnGrp LOS	E	C	F	E	B		F	E		E	E	
Approach Vol, veh/h		3373			1209			695			186	
Approach Delay, s/veh		103.9			26.9			85.0			67.0	
Approach LOS		F			C			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.2	86.7	10.8	27.3	24.9	77.0	20.0	18.1				
Change Period (Y+Rc), s	4.9	5.8	5.3	5.4	4.6	5.8	5.4	* 5.4				
Max Green Setting (Gmax), s	30.0	44.2	14.7	29.6	30.4	44.2	14.6	* 30				
Max Q Clear Time (g_c+tr), s	16.0	16.0	5.4	14.0	19.8	73.2	16.6	12.1				
Green Ext Time (p_c), s	0.2	7.0	0.0	0.7	0.4	0.0	0.0	0.6				

Intersection Summary

HCM 7th Control Delay, s/veh 83.2
HCM 7th LOS F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

1000 Gibraltar Dr - LTA
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Synchro 12 Report
2026 No Build PM

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

HCM 7th Signalized Intersection Summary
12: Oakland Rd/S Main St & Montague Expy

1000 Gibraltar Dr - LTA
2026 No Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↰↱↱	↱	↰↱	↰↱↱	↱	↰↱	↰↱	↱	↰↱	↰↱	↱
Traffic Volume (veh/h)	231	2517	191	170	1337	144	305	269	343	257	359	210
Future Volume (veh/h)	231	2517	191	170	1337	144	305	269	343	257	359	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	233	2542	0	172	1351	0	308	272	0	260	363	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	2850		213	2766		349	593		305	552	
Arrive On Green	0.08	0.56	0.00	0.06	0.54	0.00	0.10	0.17	0.00	0.09	0.16	0.00
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	233	2542	0	172	1351	0	308	272	0	260	363	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	12.6	83.2	0.0	9.3	31.3	0.0	16.7	13.1	0.0	14.1	18.3	0.0
Cycle Q Clear(g_c), s	12.6	83.2	0.0	9.3	31.3	0.0	16.7	13.1	0.0	14.1	18.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	2850		213	2766		349	593		305	552	
V/C Ratio(X)	0.84	0.89		0.81	0.49		0.88	0.46		0.85	0.66	
Avail Cap(c_a), veh/h	535	2850		437	2766		437	593		524	552	
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	0.00	0.88	0.88	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	86.2	36.9	0.0	88.0	27.1	0.0	84.3	71.4	0.0	85.4	75.5	0.0
Incr Delay (d2), s/veh	6.7	4.7	0.0	6.2	0.5	0.0	15.9	2.5	0.0	6.7	6.0	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(95%),veh/ln	9.9	44.2	0.0	7.5	18.3	0.0	13.0	10.3	0.0	10.8	13.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.9	41.7	0.0	94.2	27.7	0.0	100.1	73.9	0.0	92.0	81.5	0.0
LnGrp LOS	F	D		F	C		F	E		F	F	
Approach Vol, veh/h	2775			1523			580			623		
Approach Delay, s/veh	46.0			35.2			87.8			85.9		
Approach LOS	D			D			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.9	108.7	23.0	37.4	17.7	111.9	25.2	35.2				
Change Period (Y+Rc), s	5.6	5.8	6.2	5.7	6.0	5.8	6.0	* 5.7				
Max Green Setting (Gmax), s	29.4	84.2	28.8	24.3	24.0	89.2	24.0	* 30				
Max Q Clear Time (g_c+M), s	33.3	16.1	15.1	11.3	85.2	18.7	20.3					
Green Ext Time (p_c), s	0.6	12.3	0.7	1.0	0.4	3.7	0.5	1.5				

Intersection Summary

HCM 7th Control Delay, s/veh 51.9
HCM 7th LOS D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

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D3 – Build Conditions 2026

HCM 7th Signalized Intersection Summary
1: S Abel S/N Abel St & W Calaveras Blvd

1000 Gibraltar Dr - LTA
2026 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	155	832	25	327	1646	108	29	277	313	131	365	459
Future Volume (veh/h)	155	832	25	327	1646	108	29	277	313	131	365	459
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	904	0	355	1789	0	32	301	340	142	397	499
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	1640		379	2134		49	779	347	168	1016	453
Arrive On Green	0.11	0.32	0.00	0.21	0.42	0.00	0.03	0.22	0.22	0.09	0.29	0.29
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	168	904	0	355	1789	0	32	301	340	142	397	499
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	11.1	17.5	0.0	23.5	37.7	0.0	2.1	8.7	25.6	9.4	10.8	34.3
Cycle Q Clear(g_c), s	11.1	17.5	0.0	23.5	37.7	0.0	2.1	8.7	25.6	9.4	10.8	34.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	200	1640		379	2134		49	779	347	168	1016	453
V/C Ratio(X)	0.84	0.55		0.94	0.84		0.66	0.39	0.98	0.85	0.39	1.10
Avail Cap(c_a), veh/h	465	1640		383	2134		197	779	347	168	1016	453
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	33.6	0.0	46.4	31.3	0.0	57.8	40.0	46.6	53.5	34.4	42.8
Incr Delay (d2), s/veh	9.2	1.3	0.0	30.1	4.1	0.0	14.0	0.3	42.4	31.0	0.2	72.5
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(95%),veh/ln	9.2	11.8	0.0	19.3	22.0	0.0	2.1	6.8	20.1	9.5	8.2	31.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.4	34.9	0.0	76.5	35.4	0.0	71.9	40.3	89.0	84.5	34.7	115.3
LnGrp LOS	E	C		E	D		E	D	F	F	C	F
Approach Vol, veh/h		1072			2144			673			1038	
Approach Delay, s/veh		39.1			42.2			66.4			80.3	
Approach LOS		D			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.7	43.3	8.0	39.0	18.1	54.9	16.0	31.0				
Change Period (Y+Rc), s	4.2	4.7	4.7	4.7	4.7	* 4.7	4.7	4.7				
Max Green Setting (Gmax), s	25.8	36.3	13.3	26.3	31.3	* 30	11.3	26.3				
Max Q Clear Time (g_c+I1), s	25.5	19.5	4.1	36.3	13.1	39.7	11.4	27.6				
Green Ext Time (p_c), s	0.0	5.7	0.0	0.0	0.4	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			52.9									
HCM 7th LOS			D									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

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Synchro 12 Report
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HCM 7th Signalized Intersection Summary
2: S Milpitas Blvd/N Milpitas Blvd & E Calaveras Blvd

1000 Gibraltar Dr - LTA
2026 Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔	↑↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	183	626	384	93	1603	212	376	207	67	137	214	330
Future Volume (veh/h)	183	626	384	93	1603	212	376	207	67	137	214	330
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	195	666	0	99	1705	0	400	220	71	146	228	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	1918		131	1897		721	742	331	661	680	
Arrive On Green	0.08	0.38	0.00	0.07	0.37	0.00	0.21	0.21	0.21	0.19	0.19	0.00
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	195	666	0	99	1705	0	400	220	71	146	228	0
Grp Sat Flow(s), veh/h/ln	1728	1702	1585	1781	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.3	10.7	0.0	6.2	35.9	0.0	11.8	6.0	4.2	4.1	6.3	0.0
Cycle Q Clear(g_c), s	6.3	10.7	0.0	6.2	35.9	0.0	11.8	6.0	4.2	4.1	6.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	1918		131	1897		721	742	331	661	680	
V/C Ratio(X)	0.73	0.35		0.76	0.90		0.55	0.30	0.21	0.22	0.34	
Avail Cap(c_a), veh/h	782	1918		325	1897		721	742	331	661	680	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.4	25.6	0.0	51.8	33.8	0.0	40.4	38.0	37.4	38.9	39.8	0.0
Incr Delay (d2), s/veh	3.8	0.5	0.0	8.6	7.3	0.0	3.1	1.0	1.5	0.8	1.3	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(95%),veh/ln	5.1	7.7	0.0	5.5	21.9	0.0	9.0	4.8	3.1	3.2	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.2	26.1	0.0	60.4	41.0	0.0	43.4	39.1	38.8	39.7	41.2	0.0
LnGrp LOS	E	C		E	D		D	D	D	D	D	
Approach Vol, veh/h	861		1804			691			374			
Approach Delay, s/veh	32.6		42.1			41.6			40.6			
Approach LOS	C		D			D			D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	42.6	47.4	28.0	26.0	13.0	47.0	26.0	28.0				
Change Period (Y+Rc), s	4.2	4.6	4.2	4.2	4.2	4.6	4.2	4.2				
Max Green Setting (Gmax), s	20.8	30.4	23.8	21.8	25.8	25.4	21.8	23.8				
Max Q Clear Time (g_c+I), s	10.2	12.7	13.8	8.3	8.3	37.9	6.1	8.0				
Green Ext Time (p_c), s	0.2	4.0	1.0	1.0	0.5	0.0	0.4	1.3				

Intersection Summary

HCM 7th Control Delay, s/veh 39.7
HCM 7th LOS D

Notes

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

HCM 7th Signalized Intersection Summary
3: S Milpitas Blvd & Yosemite Dr

1000 Gibraltar Dr - LTA
2026 Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	4	3	238	32	311	9	290	105	177	258	72
Future Volume (veh/h)	40	4	3	238	32	311	9	290	105	177	258	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	43	4	3	253	34	331	10	309	112	188	274	77
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	160	210	157	491	37	364	21	1039	369	222	1423	392
Arrive On Green	0.03	0.21	0.21	0.07	0.25	0.25	0.01	0.41	0.41	0.13	0.53	0.53
Sat Flow, veh/h	1753	977	732	1753	147	1435	1753	2529	899	1753	2709	747
Grp Volume(v), veh/h	43	0	7	253	0	365	10	212	209	188	175	176
Grp Sat Flow(s),veh/h/ln	1753	0	1709	1753	0	1582	1753	1749	1679	1753	1749	1706
Q Serve(g_s), s	1.9	0.0	0.3	7.5	0.0	23.1	0.6	8.4	8.6	10.8	5.4	5.6
Cycle Q Clear(g_c), s	1.9	0.0	0.3	7.5	0.0	23.1	0.6	8.4	8.6	10.8	5.4	5.6
Prop In Lane	1.00		0.43	1.00		0.91	1.00		0.54	1.00		0.44
Lane Grp Cap(c), veh/h	160	0	367	491	0	401	21	718	690	222	919	897
V/C Ratio(X)	0.27	0.00	0.02	0.52	0.00	0.91	0.47	0.29	0.30	0.85	0.19	0.20
Avail Cap(c_a), veh/h	227	0	506	491	0	469	272	718	690	374	919	897
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.6	0.0	31.9	30.1	0.0	37.3	50.6	20.3	20.4	44.0	12.9	12.9
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.9	0.0	20.0	15.4	1.0	1.1	8.6	0.5	0.5
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(95%),veh/ln	1.5	0.0	0.2	9.0	0.0	16.2	0.6	6.2	6.2	8.8	3.8	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.5	0.0	31.9	31.1	0.0	57.3	66.0	21.4	21.6	52.6	13.3	13.4
LnGrp LOS	C		C	C		E	E	C	C	D	B	B
Approach Vol, veh/h	50			618			431			539		
Approach Delay, s/veh	32.4			46.5			22.5			27.1		
Approach LOS	C			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	47.1	47.3	12.0	26.6	5.2	59.1	8.0	30.6				
Change Period (Y+Rc), s	4.0	5.0	4.5	4.5	4.0	5.0	4.5	4.5				
Max Green Setting (Gmax), s	22.8	25.0	7.5	30.5	16.0	31.0	7.5	30.5				
Max Q Clear Time (g_c+tc), s	10.6	10.6	9.5	2.3	2.6	7.6	3.9	25.1				
Green Ext Time (p_c), s	0.3	2.0	0.0	0.0	0.0	1.9	0.0	1.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	33.4											
HCM 7th LOS	C											

HCM 7th Signalized Intersection Summary
4: S Milpitas Blvd & D1/Ames Ave

1000 Gibraltar Dr - LTA
2026 Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	0	0	0	30	0	15	1	432	63	33	447	1
Future Volume (veh/h)	0	0	0	30	0	15	1	432	63	33	447	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	0	0	0	32	0	16	1	460	67	35	476	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	0	73	0	105	0	19	2	2345	340	56	2848	6
Arrive On Green	0.00	0.00	0.00	0.04	0.00	0.04	0.00	0.78	0.78	0.03	0.81	0.81
Sat Flow, veh/h	0	1811	0	948	0	474	1725	3016	437	1725	3523	7
Grp Volume(v), veh/h	0	0	0	48	0	0	1	261	266	35	232	245
Grp Sat Flow(s), veh/h/ln	0	1811	0	1423	0	0	1725	1721	1732	1725	1721	1810
Q Serve(g_s), s	0.0	0.0	0.0	3.0	0.0	0.0	0.1	3.6	3.6	1.8	2.7	2.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.0	0.0	0.0	0.1	3.6	3.6	1.8	2.7	2.7
Prop In Lane	0.00		0.00	0.67		0.33	1.00		0.25	1.00		0.00
Lane Grp Cap(c), veh/h	0	73	0	124	0	0	2	1338	1347	56	1391	1463
V/C Ratio(X)	0.00	0.00	0.00	0.39	0.00	0.00	0.42	0.20	0.20	0.63	0.17	0.17
Avail Cap(c_a), veh/h	0	322	0	470	0	0	307	1338	1347	307	1391	1463
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)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	42.9	0.0	0.0	44.9	2.6	2.6	43.0	1.9	1.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.0	0.0	0.0	89.5	0.3	0.3	11.0	0.3	0.2
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(95%),veh/ln	0.0	0.0	0.0	2.0	0.0	0.0	0.1	1.5	1.5	1.6	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	44.9	0.0	0.0	134.4	3.0	3.0	54.0	2.2	2.2
LnGrp LOS				D				F	A	A	D	A
Approach Vol, veh/h	0			48			528			512		
Approach Delay, s/veh	0.0			44.9			3.2			5.7		
Approach LOS				D			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	75.0			8.1	4.1	77.8		8.1				
Change Period (Y+Rc), s	4.0	5.0		* 4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	35.0			* 16	16.0	35.0		25.5				
Max Q Clear Time (g_c+I), s	5.6			0.0	2.1	4.7		5.0				
Green Ext Time (p_c), s	0.0	3.1		0.0	0.0	2.7		0.2				

Intersection Summary

HCM 7th Control Delay, s/veh	6.2
HCM 7th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2026 Build AM

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑↑	↑↑	
Traffic Vol, veh/h	13	45	46	484	468	13
Future Vol, veh/h	13	45	46	484	468	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	14	47	48	509	493	14

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	851	253	506
Stage 1	499	-	-
Stage 2	352	-	-
Critical Hdwy	6.92	7.02	4.22
Critical Hdwy Stg 1	5.92	-	-
Critical Hdwy Stg 2	5.92	-	-
Follow-up Hdwy	3.56	3.36	2.26
Pot Cap-1 Maneuver	291	734	1027
Stage 1	564	-	-
Stage 2	672	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	275	734	1027
Mov Cap-2 Maneuver	394	-	-
Stage 1	533	-	-
Stage 2	672	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.5	1.12	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR
Capacity (veh/h)	312	-	615	-
HCM Lane V/C Ratio	0.047	-	0.099	-
HCM Ctrl Dly (s/v)	8.7	0.4	11.5	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-

HCM 7th Signalized Intersection Summary
6: S Milpitas Blvd & Gibraltar Dr/ABC Dwy

1000 Gibraltar Dr - LTA
2026 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰		↱		↰		↰	↱		↰	↱	↱
Traffic Volume (veh/h)	5	0	41	8	0	2	182	530	12	4	507	4
Future Volume (veh/h)	5	0	41	8	0	2	182	530	12	4	507	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	0	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	6	0	49	10	0	2	219	639	14	5	611	5
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	6	0	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	0	0	0	15	0	3	249	3054	67	9	1355	1148
Arrive On Green	0.00	0.00	0.00	0.01	0.00	0.01	0.14	0.89	0.89	0.01	0.75	0.75
Sat Flow, veh/h		0		1408	0	282	1725	3443	75	1725	1811	1535
Grp Volume(v), veh/h		0.0		12	0	0	219	319	334	5	611	5
Grp Sat Flow(s), veh/h/ln				1690	0	0	1725	1721	1798	1725	1811	1535
Q Serve(g_s), s				1.0	0.0	0.0	17.9	3.7	3.7	0.4	18.5	0.1
Cycle Q Clear(g_c), s				1.0	0.0	0.0	17.9	3.7	3.7	0.4	18.5	0.1
Prop In Lane				0.83		0.17	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h				18	0	0	249	1526	1595	9	1355	1148
V/C Ratio(X)				0.67	0.00	0.00	0.88	0.21	0.21	0.58	0.45	0.00
Avail Cap(c_a), veh/h				323	0	0	425	1526	1595	329	1355	1148
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				71.0	0.0	0.0	60.4	1.1	1.1	71.5	6.9	4.6
Incr Delay (d2), s/veh				47.7	0.0	0.0	13.9	0.3	0.3	64.7	1.1	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
%ile BackOfQ(95%),veh/ln				1.2	0.0	0.0	13.6	1.1	1.1	0.6	10.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				118.7	0.0	0.0	74.3	1.4	1.4	136.2	8.0	4.6
LnGrp LOS				F			E	A	A	F	A	A
Approach Vol, veh/h					12			872			621	
Approach Delay, s/veh					118.7			19.7			9.0	
Approach LOS					F			B			A	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	5.2	132.8		6.0	25.3	112.7						
Change Period (Y+Rc), s	4.5	5.0		4.5	4.5	5.0						
Max Green Setting (Gmax), s	27.5	35.0		27.5	35.5	35.0						
Max Q Clear Time (g_c+I1), s	2.4	5.7		3.0	19.9	20.5						
Green Ext Time (p_c), s	0.0	10.2		0.0	0.8	7.0						
Intersection Summary												
HCM 7th Control Delay, s/veh				16.1								
HCM 7th LOS				B								

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NV5

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Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⬆️⬆️			⬆️			⬆️⬆️			⬆️⬆️	
Traffic Vol, veh/h	0	18	1	12	112	19	0	0	2	19	0	0
Future Vol, veh/h	0	18	1	12	112	19	0	0	2	19	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	0	22	1	14	135	23	0	0	2	23	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	158	0	0	23	0	0	186	209	22	197	198	146
Stage 1	-	-	-	-	-	-	22	22	-	175	175	-
Stage 2	-	-	-	-	-	-	164	187	-	22	23	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	1392	-	-	1560	-	-	764	679	1040	751	689	888
Stage 1	-	-	-	-	-	-	983	867	-	815	745	-
Stage 2	-	-	-	-	-	-	827	736	-	984	866	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1392	-	-	1560	-	-	756	672	1040	742	682	888
Mov Cap-2 Maneuver	-	-	-	-	-	-	756	672	-	742	682	-
Stage 1	-	-	-	-	-	-	983	867	-	807	737	-
Stage 2	-	-	-	-	-	-	818	729	-	982	866	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.61			8.47			10.01		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1040	1392	-	-	1560	-	-	742				
HCM Lane V/C Ratio	0.002	-	-	-	0.009	-	-	0.031				
HCM Ctrl Dly (s/v)	8.5	0	-	-	7.3	-	-	10				
HCM Lane LOS	A	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑			↑
Traffic Vol, veh/h	6	32	74	6	32	34
Future Vol, veh/h	6	32	74	6	32	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	8	40	93	8	40	43
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	219	50	0	0	100	0
Stage 1	96	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	6.69	6.99	-	-	4.19	-
Critical Hdwy Stg 1	5.89	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.557	3.357	-	-	2.257	-
Pot Cap-1 Maneuver	749	996	-	-	1465	-
Stage 1	906	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	729	996	-	-	1465	-
Mov Cap-2 Maneuver	729	-	-	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	9.03	0	3.65			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	941	873	-	
HCM Lane V/C Ratio	-	-	0.05	0.027	-	
HCM Ctrl Dly (s/v)	-	-	9	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

HCM 7th Signalized Intersection Summary
9: S Milpitas Dr & Montague Expy

1000 Gibraltar Dr - LTA
2026 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	802	8	95	2610	353	11	71	137	158	59	467
Future Volume (veh/h)	309	802	8	95	2610	353	11	71	137	158	59	467
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1914	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	325	844	8	100	2747	372	12	75	144	166	62	492
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	362	3097	29	132	2574	660	432	490	437	358	903	403
Arrive On Green	0.11	0.48	0.48	0.04	0.41	0.41	0.13	0.28	0.28	0.11	0.26	0.26
Sat Flow, veh/h	3401	6517	62	3401	6332	1622	3401	1749	1560	3401	3497	1560
Grp Volume(v), veh/h	325	615	237	100	2747	372	12	75	144	166	62	492
Grp Sat Flow(s),veh/h/ln	1700	1583	1830	1700	1583	1622	1700	1749	1560	1700	1749	1560
Q Serve(g_s), s	21.7	17.9	18.0	6.7	93.5	40.6	0.7	7.4	16.8	10.6	3.1	59.4
Cycle Q Clear(g_c), s	21.7	17.9	18.0	6.7	93.5	40.6	0.7	7.4	16.8	10.6	3.1	59.4
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	362	2257	869	132	2574	660	432	490	437	358	903	403
V/C Ratio(X)	0.90	0.27	0.27	0.76	1.07	0.56	0.03	0.15	0.33	0.46	0.07	1.22
Avail Cap(c_a), veh/h	500	2257	869	355	2574	660	432	490	437	358	903	403
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)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	101.5	36.4	36.4	109.5	68.3	52.6	88.0	62.3	65.7	96.8	64.4	85.3
Incr Delay (d2), s/veh	13.6	0.3	0.7	8.6	38.9	3.5	0.1	0.7	2.0	4.3	0.1	120.0
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(95%),veh/ln	15.3	11.3	12.8	5.6	57.9	24.2	0.6	6.2	11.4	8.5	2.5	53.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	115.1	36.7	37.1	118.1	107.1	56.0	88.1	63.0	67.7	101.1	64.6	205.3
LnGrp LOS	F	D	D	F	F	E	F	E	E	F	E	F
Approach Vol, veh/h	1177			3219			231			720		
Approach Delay, s/veh	58.4			101.6			67.2			169.2		
Approach LOS	E			F			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.7	99.3	35.0	65.0	14.9	115.1	30.0	70.0				
Change Period (Y+Rc), s	6.2	5.8	5.8	5.6	6.0	5.8	5.8	5.6				
Max Green Setting (Gmax), s	33.8	84.2	29.2	54.4	24.0	94.2	24.2	64.4				
Max Q Clear Time (g_c+I1), s	23.7	95.5	2.7	61.4	8.7	20.0	12.6	18.8				
Green Ext Time (p_c), s	0.8	0.0	0.0	0.0	0.2	6.0	0.4	1.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	99.7											
HCM 7th LOS	F											

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2026 Build AM

HCM 7th Signalized Intersection Summary
10: E Capitol Ave/Great Mall Pkwy & Montague Expy

1000 Gibraltar Dr - LTA
2026 Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑↑	↗	↔↔	↑↑↑↑	↗	↔↔	↑↑↑↑	↗	↔↔	↑↑↑↑	↗
Traffic Volume (veh/h)	158	725	59	64	1882	1137	152	701	77	422	217	30
Future Volume (veh/h)	158	725	59	64	1882	1137	152	701	77	422	217	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	165	755	0	67	1960	1184	158	730	0	440	226	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	195	3677		93	3483	858	186	826		477	1253	
Arrive On Green	0.06	0.58	0.00	0.03	0.55	0.55	0.05	0.16	0.00	0.14	0.25	0.00
Sat Flow, veh/h	3401	6332	1560	3401	6332	1560	3401	5025	1560	3401	5025	1560
Grp Volume(v), veh/h	165	755	0	67	1960	1184	158	730	0	440	226	0
Grp Sat Flow(s), veh/h/ln	1700	1583	1560	1700	1583	1560	1700	1675	1560	1700	1675	1560
Q Serve(g_s), s	13.0	15.3	0.0	5.3	54.5	148.5	12.4	38.3	0.0	34.5	9.5	0.0
Cycle Q Clear(g_c), s	13.0	15.3	0.0	5.3	54.5	148.5	12.4	38.3	0.0	34.5	9.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	3677		93	3483	858	186	826		477	1253	
V/C Ratio(X)	0.84	0.21		0.72	0.56	1.38	0.85	0.88		0.92	0.18	
Avail Cap(c_a), veh/h	684	3677		307	3483	858	293	1011		674	1569	
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)	0.97	0.97	0.00	0.09	0.09	0.09	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.0	27.0	0.0	130.3	39.6	60.7	126.6	110.3	0.0	114.6	79.6	0.0
Incr Delay (d2), s/veh	9.2	0.1	0.0	1.0	0.1	171.6	12.9	8.1	0.0	14.3	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(95%),veh/mi	10.1	10.0	0.0	3.1	23.7	133.0	9.9	24.4	0.0	23.0	7.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	135.3	27.1	0.0	131.3	39.6	232.4	139.5	118.4	0.0	128.9	79.7	0.0
LnGrp LOS	F	C		F	D	F	F	F		F	E	
Approach Vol, veh/h	920		3211				888		666			
Approach Delay, s/veh	46.5		112.6				122.2		112.2			
Approach LOS	D		F				F		F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	81.2	154.3	44.4	50.1	13.0	162.6	21.4	73.0				
Change Period (Y+Rc), s	5.7	5.8	6.5	5.7	5.6	5.8	6.7	5.7				
Max Green Setting (Gmax), s	54.3	84.2	53.5	54.3	24.4	114.2	23.3	84.3				
Max Q Clear Time (g_c+tr), s	150.5	150.5	36.5	40.3	7.3	17.3	14.4	11.5				
Green Ext Time (p_c), s	0.5	0.0	1.4	4.0	0.1	5.6	0.3	1.5				

Intersection Summary

HCM 7th Control Delay, s/veh 103.4
HCM 7th LOS F

Notes

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

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2026 Build AM

HCM 7th Signalized Intersection Summary
11: Trade Zone Blvd/McCandless Dr & Montague Expy

1000 Gibraltar Dr - LTA
2026 Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (veh/h)	50	722	615	79	1798	112	888	68	109	49	71	297
Future Volume (veh/h)	50	722	615	79	1798	112	888	68	109	49	71	297
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	52	744	634	81	1854	0	965	0	0	51	73	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	67	3170	984	102	3259		766	0		201	101	
Arrive On Green	0.04	0.63	0.63	0.06	0.65	0.00	0.10	0.00	0.00	0.04	0.06	0.00
Sat Flow, veh/h	1753	5025	1560	1753	5025	1560	5259	0	1560	1753	1841	1560
Grp Volume(v), veh/h	52	744	634	81	1854	0	965	0	0	51	73	0
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1753	1675	1560	1753	0	1560	1753	1841	1560
Q Serve(g_s), s	4.1	9.0	35.4	6.4	28.8	0.0	14.6	0.0	0.0	3.8	5.5	0.0
Cycle Q Clear(g_c), s	4.1	9.0	35.4	6.4	28.8	0.0	14.6	0.0	0.0	3.8	5.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	3170	984	102	3259		766	0		201	101	
V/C Ratio(X)	0.77	0.23	0.64	0.79	0.57		1.26	0.00		0.25	0.72	
Avail Cap(c_a), veh/h	377	3170	984	381	3259		766	0		312	390	
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)	0.89	0.89	0.89	0.77	0.77	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	66.7	11.2	16.1	65.1	13.7	0.0	57.7	0.0	0.0	58.8	65.1	0.0
Incr Delay (d2), s/veh	15.1	0.2	2.9	10.0	0.6	0.0	127.6	0.0	0.0	0.7	9.2	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(95%),veh/ln	8.8	5.7	18.9	5.6	14.6	0.0	18.0	0.0	0.0	3.1	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.8	11.4	19.0	75.0	14.3	0.0	185.3	0.0	0.0	59.5	74.3	0.0
LnGrp LOS	F	B	B	E	B		F			E	E	
Approach Vol, veh/h	1430			1935			965			124		
Approach Delay, s/veh	17.3			16.8			185.3			68.2		
Approach LOS	B			B			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.3	96.6	11.1	22.0	12.8	94.1	20.0	13.1				
Change Period (Y+Rc), s	4.9	5.8	5.3	5.4	4.6	5.8	5.4	* 5.4				
Max Green Setting (Gmax), s	30.3	44.2	14.7	29.6	30.4	44.2	14.6	* 30				
Max Q Clear Time (g_c+I), s	30.8	30.8	5.8	0.0	8.4	37.4	16.6	7.5				
Green Ext Time (p_c), s	0.1	9.6	0.0	0.0	0.2	3.9	0.0	0.3				

Intersection Summary

HCM 7th Control Delay, s/veh 54.9
HCM 7th LOS D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2026 Build AM

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

HCM 7th Signalized Intersection Summary
12: Oakland Rd/S Main St & Montague Expy

1000 Gibraltar Dr - LTA
2026 Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔↔	↔	↔↔	↔↔↔	↔	↔↔	↔↔	↔	↔↔	↔↔	↔
Traffic Volume (veh/h)	159	1056	293	187	2649	100	515	177	190	152	206	469
Future Volume (veh/h)	159	1056	293	187	2649	100	515	177	190	152	206	469
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	169	1123	0	199	2818	0	548	188	0	162	219	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	211	2657		241	2711		433	779		204	547	
Arrive On Green	0.06	0.52	0.00	0.07	0.54	0.00	0.13	0.22	0.00	0.06	0.16	0.00
Sat Flow, veh/h	3428	5066	1572	3428	5066	1572	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	169	1123	0	199	2818	0	548	188	0	162	219	0
Grp Sat Flow(s), veh/h/ln	1714	1689	1572	1714	1689	1572	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	9.2	25.7	0.0	10.9	101.7	0.0	24.0	8.3	0.0	8.9	10.6	0.0
Cycle Q Clear(g_c), s	9.2	25.7	0.0	10.9	101.7	0.0	24.0	8.3	0.0	8.9	10.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	211	2657		241	2711		433	779		204	547	
V/C Ratio(X)	0.80	0.42		0.83	1.04		1.27	0.24		0.79	0.40	
Avail Cap(c_a), veh/h	530	2657		433	2711		433	779		520	547	
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	0.00	0.62	0.62	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	88.0	27.6	0.0	87.2	44.2	0.0	83.0	60.9	0.0	88.2	72.3	0.0
Incr Delay (d2), s/veh	6.9	0.5	0.0	4.5	25.3	0.0	136.8	0.7	0.0	6.8	2.2	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(95%),veh/ln	7.7	15.8	0.0	7.8	58.0	0.0	28.7	6.9	0.0	7.5	8.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	94.9	28.1	0.0	91.7	69.5	0.0	219.8	61.6	0.0	95.0	74.5	0.0
LnGrp LOS	F	C		F	F		F	E		F	E	
Approach Vol, veh/h	1292		3017				736		381			
Approach Delay, s/veh	36.8		70.9				179.4		83.2			
Approach LOS	D		E				F		F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	107.5	17.5	47.7	19.3	105.5	30.0	35.2				
Change Period (Y+Rc), s	5.6	5.8	6.2	5.7	6.0	5.8	6.0	* 5.7				
Max Green Setting (Gmax), s	29.4	84.2	28.8	24.3	24.0	89.2	24.0	* 30				
Max Q Clear Time (g_c+I), s	103.7	10.9	10.3	12.9	27.7	26.0	12.6					
Green Ext Time (p_c), s	0.5	0.0	0.4	0.8	0.4	9.4	0.0	1.1				

Intersection Summary

HCM 7th Control Delay, s/veh 78.4
HCM 7th LOS E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2026 Build AM

HCM 7th Signalized Intersection Summary
1: S Abel S/N Abel St & W Calaveras Blvd

1000 Gibraltar Dr - LTA
2026 Build PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↗↗↗	↘	↰	↗↗↗	↘	↰	↗↗	↘	↰	↗↗	↘
Traffic Volume (veh/h)	179	1638	23	253	964	140	49	366	706	186	255	217
Future Volume (veh/h)	179	1638	23	253	964	140	49	366	706	186	255	217
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	183	1671	0	258	984	0	50	373	720	190	260	221
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	215	1921		289	2111		65	785	350	169	993	443
Arrive On Green	0.12	0.37	0.00	0.16	0.41	0.00	0.04	0.22	0.22	0.09	0.28	0.28
Sat Flow, veh/h	1795	5147	1598	1795	5147	1598	1795	3582	1598	1795	3582	1598
Grp Volume(v), veh/h	183	1671	0	258	984	0	50	373	720	190	260	221
Grp Sat Flow(s), veh/h/ln	1795	1716	1598	1795	1716	1598	1795	1791	1598	1795	1791	1598
Q Serve(g_s), s	12.0	36.2	0.0	16.9	16.7	0.0	3.3	10.9	26.3	11.3	6.8	13.9
Cycle Q Clear(g_c), s	12.0	36.2	0.0	16.9	16.7	0.0	3.3	10.9	26.3	11.3	6.8	13.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	1921		289	2111		65	785	350	169	993	443
V/C Ratio(X)	0.85	0.87		0.89	0.47		0.77	0.48	2.06	1.12	0.26	0.50
Avail Cap(c_a), veh/h	468	1921		386	2111		199	785	350	169	993	443
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	34.9	0.0	49.3	25.8	0.0	57.3	40.8	46.8	54.3	33.8	36.4
Incr Delay (d2), s/veh	9.0	5.7	0.0	18.2	0.7	0.0	17.1	0.4	485.1	106.3	0.1	0.9
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(95%),veh/ln	9.9	22.2	0.0	13.8	11.0	0.0	3.2	8.4	90.6	15.9	5.3	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.8	40.6	0.0	67.5	26.6	0.0	74.5	41.3	532.0	160.7	33.9	37.3
LnGrp LOS	E	D		E	C		E	D	F	F	C	D
Approach Vol, veh/h		1854			1242			1143			671	
Approach Delay, s/veh		42.6			35.1			351.8			70.9	
Approach LOS		D			D			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.5	49.5	9.0	38.0	19.1	53.9	16.0	31.0				
Change Period (Y+Rc), s	4.2	4.7	4.7	4.7	4.7	* 4.7	4.7	4.7				
Max Green Setting (Gmax), s	25.8	36.3	13.3	26.3	31.3	* 30	11.3	26.3				
Max Q Clear Time (g_c+I1), s	18.9	38.2	5.3	15.9	14.0	18.7	13.3	28.3				
Green Ext Time (p_c), s	0.4	0.0	0.0	1.7	0.4	4.9	0.0	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh 116.5
HCM 7th LOS F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2026 Build PM

HCM 7th Signalized Intersection Summary
2: S Milpitas Blvd/N Milpitas Blvd & E Calaveras Blvd

1000 Gibraltar Dr - LTA
2026 Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↰↱↱	↱	↰↱	↰↱↱	↱	↰↱	↰↱	↱	↰↱	↰↱	↱
Traffic Volume (veh/h)	396	1431	675	136	951	196	348	266	125	202	319	250
Future Volume (veh/h)	396	1431	675	136	951	196	348	266	125	202	319	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	417	1506	0	143	1001	0	366	280	132	213	336	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	500	1809		175	1572		727	748	334	666	685	
Arrive On Green	0.14	0.35	0.00	0.10	0.31	0.00	0.21	0.21	0.21	0.19	0.19	0.00
Sat Flow, veh/h	3483	5147	1598	1795	5147	1598	3483	3582	1598	3483	3582	1598
Grp Volume(v), veh/h	417	1506	0	143	1001	0	366	280	132	213	336	0
Grp Sat Flow(s),veh/h/ln	1742	1716	1598	1795	1716	1598	1742	1791	1598	1742	1791	1598
Q Serve(g_s), s	13.3	30.6	0.0	8.9	19.1	0.0	10.6	7.6	8.1	6.0	9.5	0.0
Cycle Q Clear(g_c), s	13.3	30.6	0.0	8.9	19.1	0.0	10.6	7.6	8.1	6.0	9.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	500	1809		175	1572		727	748	334	666	685	
V/C Ratio(X)	0.83	0.83		0.82	0.64		0.50	0.37	0.40	0.32	0.49	
Avail Cap(c_a), veh/h	788	1809		328	1572		727	748	334	666	685	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.5	33.9	0.0	50.4	34.1	0.0	39.9	38.7	38.9	39.7	41.1	0.0
Incr Delay (d2), s/veh	4.4	4.7	0.0	8.9	2.0	0.0	2.5	1.4	3.5	1.3	2.5	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(95%),veh/ln	9.9	18.9	0.0	7.8	12.7	0.0	8.2	6.2	6.2	4.8	7.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.9	38.5	0.0	59.3	36.1	0.0	42.4	40.1	42.4	41.0	43.6	0.0
LnGrp LOS	D	D		E	D		D	D	D	D	D	
Approach Vol, veh/h	1923			1144			778			549		
Approach Delay, s/veh	41.4			39.0			41.6			42.6		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	45.3	44.7	28.0	26.0	20.6	39.4	26.0	28.0				
Change Period (Y+Rc), s	4.2	4.6	4.2	4.2	4.2	4.6	4.2	4.2				
Max Green Setting (Gmax), s	29.8	30.4	23.8	21.8	25.8	25.4	21.8	23.8				
Max Q Clear Time (g_c+I), s	9.9	32.6	12.6	11.5	15.3	21.1	8.0	10.1				
Green Ext Time (p_c), s	0.2	0.0	1.0	1.4	1.1	2.4	0.6	1.7				

Intersection Summary

HCM 7th Control Delay, s/veh	41.0
HCM 7th LOS	D

Notes

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

HCM 7th Signalized Intersection Summary
3: S Milpitas Blvd & Yosemite Dr

1000 Gibraltar Dr - LTA
2026 Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	29	8	193	7	155	0	301	140	367	659	36
Future Volume (veh/h)	73	29	8	193	7	155	0	301	140	367	659	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	30	8	197	7	158	0	307	143	374	672	37
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	149	40	316	9	195	2	1031	469	380	2352	129
Arrive On Green	0.05	0.10	0.10	0.07	0.13	0.13	0.00	0.43	0.43	0.21	0.69	0.69
Sat Flow, veh/h	1781	1423	379	1781	68	1528	1781	2373	1080	1781	3425	188
Grp Volume(v), veh/h	74	0	38	197	0	165	0	228	222	374	348	361
Grp Sat Flow(s),veh/h/ln	1781	0	1802	1781	0	1595	1781	1777	1676	1781	1777	1836
Q Serve(g_s), s	3.8	0.0	2.0	7.5	0.0	10.4	0.0	8.6	8.9	21.5	7.9	7.9
Cycle Q Clear(g_c), s	3.8	0.0	2.0	7.5	0.0	10.4	0.0	8.6	8.9	21.5	7.9	7.9
Prop In Lane	1.00		0.21	1.00		0.96	1.00		0.64	1.00		0.10
Lane Grp Cap(c), veh/h	191	0	188	316	0	204	2	772	728	380	1220	1261
V/C Ratio(X)	0.39	0.00	0.20	0.62	0.00	0.81	0.00	0.30	0.30	0.98	0.29	0.29
Avail Cap(c_a), veh/h	233	0	534	316	0	472	277	772	728	380	1220	1261
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	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	0.0	42.2	39.9	0.0	43.7	0.0	18.9	19.0	40.3	6.3	6.3
Incr Delay (d2), s/veh	1.3	0.0	0.5	3.8	0.0	7.5	0.0	1.0	1.1	41.5	0.6	0.6
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(95%),veh/ln	8.0	0.0	1.6	8.6	0.0	7.8	0.0	6.4	6.3	19.5	4.7	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.1	0.0	42.7	43.7	0.0	51.2	0.0	19.9	20.1	81.8	6.9	6.9
LnGrp LOS	D		D	D		D		B	C	F	A	A
Approach Vol, veh/h	112		362				450		1083			
Approach Delay, s/veh	41.0		47.1				20.0		32.7			
Approach LOS	D		D				B		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.0	49.7	12.0	15.3	0.0	75.7	9.6	17.7				
Change Period (Y+Rc), s	4.0	5.0	4.5	4.5	4.0	5.0	4.5	4.5				
Max Green Setting (Gmax), s	22.8	25.0	7.5	30.5	16.0	31.0	7.5	30.5				
Max Q Clear Time (g_c+Q), s	23.5	10.9	9.5	4.0	0.0	9.9	5.8	12.4				
Green Ext Time (p_c), s	0.0	2.1	0.0	0.1	0.0	4.1	0.0	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	32.9											
HCM 7th LOS	C											

HCM 7th Signalized Intersection Summary 4: S Milpitas Blvd & D1/Ames Ave

1000 Gibraltar Dr - LTA
2026 Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Volume (veh/h)	0	0	0	77	0	24	0	407	24	24	850	0
Future Volume (veh/h)	0	0	0	77	0	24	0	407	24	24	850	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	79	0	25	0	420	25	25	876	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	167	0	167	2	31	2	2505	149	46	2861	0
Arrive On Green	0.00	0.00	0.00	0.09	0.00	0.09	0.00	0.73	0.73	0.03	0.81	0.00
Sat Flow, veh/h	0	1870	0	1085	25	351	1781	3409	202	1781	3647	0
Grp Volume(v), veh/h	0	0	0	104	0	0	0	218	227	25	876	0
Grp Sat Flow(s), veh/h/ln	0	1870	0	1461	0	0	1781	1777	1834	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	6.1	0.0	0.0	0.0	3.3	3.4	1.2	5.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	6.3	0.0	0.0	0.0	3.3	3.4	1.2	5.7	0.0
Prop In Lane	0.00		0.00	0.76		0.24	1.00		0.11	1.00		0.00
Lane Grp Cap(c), veh/h	0	167	0	201	0	0	2	1306	1348	46	2861	0
V/C Ratio(X)	0.00	0.00	0.00	0.52	0.00	0.00	0.00	0.17	0.17	0.54	0.31	0.00
Avail Cap(c_a), veh/h	0	333	0	483	0	0	317	1306	1348	317	2861	0
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)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	40.2	0.0	0.0	0.0	3.6	3.6	43.3	2.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.3	0.3	9.6	0.3	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(95%),veh/ln	0.0	0.0	0.0	4.2	0.0	0.0	0.0	1.6	1.7	1.2	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	42.2	0.0	0.0	0.0	3.9	3.9	52.9	2.5	0.0
LnGrp LOS				D				A	A	D	A	
Approach Vol, veh/h	0			104			445			901		
Approach Delay, s/veh	0.0			42.2			3.9			3.9		
Approach LOS				D			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	71.1		12.5	0.0	77.5		12.5				
Change Period (Y+Rc), s	4.0	5.0		* 4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	16.0	35.0		* 16	16.0	35.0		25.5				
Max Q Clear Time (g_c+I), s	13.2	5.4		0.0	0.0	7.7		8.3				
Green Ext Time (p_c), s	0.0	2.5		0.0	0.0	6.4		0.4				

Intersection Summary

HCM 7th Control Delay, s/veh 6.7
HCM 7th LOS A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

1000 Gibraltar Dr - LTA
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Synchro 12 Report
2026 Build PM

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑↑	↑↑	
Traffic Vol, veh/h	12	43	43	417	920	12
Future Vol, veh/h	12	43	43	417	920	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	45	45	434	958	13
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1271	485	971	0	-	0
Stage 1	965	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	160	528	706	-	-	-
Stage 1	330	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	148	528	706	-	-	-
Mov Cap-2 Maneuver	248	-	-	-	-	-
Stage 1	307	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	14.82	1.54		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	337	-	424	-	-	
HCM Lane V/C Ratio	0.063	-	0.135	-	-	
HCM Ctrl Dly (s/v)	10.4	0.6	14.8	-	-	
HCM Lane LOS	B	A	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-	

HCM 7th Signalized Intersection Summary
6: S Milpitas Blvd & Gibraltar Dr/ABC Dwy

1000 Gibraltar Dr - LTA
2026 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 				
Traffic Volume (veh/h)	7	0	146	17	0	9	46	442	17	1	960	1
Future Volume (veh/h)	7	0	146	17	0	9	46	442	17	1	960	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	0	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	7	0	154	18	0	9	48	465	18	1	1011	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	0	0	0	23	0	11	63	3080	119	2	1587	1345
Arrive On Green	0.00	0.00	0.00	0.02	0.00	0.02	0.04	0.88	0.88	0.00	0.84	0.84
Sat Flow, veh/h		0		1149	0	575	1795	3516	136	1795	1885	1598
Grp Volume(v), veh/h		0.0		27	0	0	48	236	247	1	1011	1
Grp Sat Flow(s),veh/h/ln				1724	0	0	1795	1791	1861	1795	1885	1598
Q Serve(g_s), s				2.1	0.0	0.0	3.6	2.6	2.6	0.1	24.9	0.0
Cycle Q Clear(g_c), s				2.1	0.0	0.0	3.6	2.6	2.6	0.1	24.9	0.0
Prop In Lane				0.67		0.33	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h				34	0	0	63	1569	1630	2	1587	1345
V/C Ratio(X)				0.79	0.00	0.00	0.76	0.15	0.15	0.51	0.64	0.00
Avail Cap(c_a), veh/h				349	0	0	363	1569	1630	363	1587	1345
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				66.4	0.0	0.0	65.0	1.2	1.2	67.9	3.7	1.7
Incr Delay (d2), s/veh				41.7	0.0	0.0	22.6	0.2	0.2	167.8	2.0	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
%ile BackOfQ(95%),veh/ln				2.4	0.0	0.0	3.7	0.8	0.8	0.2	10.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				108.1	0.0	0.0	87.6	1.4	1.4	235.6	5.6	1.7
LnGrp LOS				F			F	A	A	F	A	A
Approach Vol, veh/h					27			531			1013	
Approach Delay, s/veh					108.1			9.2			5.9	
Approach LOS					F			A			A	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	4.6	124.1		7.2	9.3	119.5						
Change Period (Y+Rc), s	4.5	5.0		4.5	4.5	5.0						
Max Green Setting (Gmax), s	27.5	35.0		27.5	27.5	35.0						
Max Q Clear Time (g_c+I1), s	2.1	4.6		4.1	5.6	26.9						
Green Ext Time (p_c), s	0.0	7.3		0.1	0.1	6.8						
Intersection Summary												
HCM 7th Control Delay, s/veh			8.7									
HCM 7th LOS			A									

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Synchro 12 Report
2026 Build PM

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	106	0	2	23	18	0	0	12	18	0	0
Future Vol, veh/h	0	106	0	2	23	18	0	0	12	18	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	134	0	3	29	23	0	0	15	23	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	52	0	0	134	0	0	168	191	134	180	180	41
Stage 1	-	-	-	-	-	-	134	134	-	46	46	-
Stage 2	-	-	-	-	-	-	34	57	-	134	134	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1554	-	-	1450	-	-	795	704	915	782	714	1031
Stage 1	-	-	-	-	-	-	869	785	-	968	857	-
Stage 2	-	-	-	-	-	-	982	847	-	869	785	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1554	-	-	1450	-	-	794	703	915	768	713	1031
Mov Cap-2 Maneuver	-	-	-	-	-	-	794	703	-	768	713	-
Stage 1	-	-	-	-	-	-	869	785	-	967	855	-
Stage 2	-	-	-	-	-	-	980	846	-	855	785	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.35			9			9.83		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	915	1554	-	-	1450	-	-	768				
HCM Lane V/C Ratio	0.017	-	-	-	0.002	-	-	0.03				
HCM Ctrl Dly (s/v)	9	0	-	-	7.5	-	-	9.8				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑			↑
Traffic Vol, veh/h	7	31	37	6	31	63
Future Vol, veh/h	7	31	37	6	31	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	52	62	10	52	105
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	275	36	0	0	72	0
Stage 1	67	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	4.13	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	703	1029	-	-	1528	-
Stage 1	949	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	678	1029	-	-	1528	-
Mov Cap-2 Maneuver	678	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	9.11	0	2.45			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	939	594	-	
HCM Lane V/C Ratio	-	-	0.067	0.034	-	
HCM Ctrl Dly (s/v)	-	-	9.1	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

HCM 7th Signalized Intersection Summary
9: S Milpitas Dr & Montague Expy

1000 Gibraltar Dr - LTA
2026 Build PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	👉👉	👉👉👉		👉👉	👉👉👉	👉	👉👉	👉👉		👉👉	👉👉	👉
Traffic Volume (veh/h)	424	1897	32	93	1133	168	19	82	143	398	172	553
Future Volume (veh/h)	424	1897	32	93	1133	168	19	82	143	398	172	553
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1945	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	433	1936	33	95	1156	171	19	84	146	406	176	564
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	466	3132	53	127	2433	623	439	498	444	364	918	409
Arrive On Green	0.13	0.48	0.48	0.04	0.38	0.38	0.13	0.28	0.28	0.11	0.26	0.26
Sat Flow, veh/h	3456	6564	112	3456	6434	1648	3456	1777	1585	3456	3554	1585
Grp Volume(v), veh/h	433	1423	546	95	1156	171	19	84	146	406	176	564
Grp Sat Flow(s), veh/h/ln	1728	1609	1850	1728	1609	1648	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	28.5	50.3	50.3	6.3	31.3	16.6	1.1	8.2	16.8	24.2	8.9	59.4
Cycle Q Clear(g_c), s	28.5	50.3	50.3	6.3	31.3	16.6	1.1	8.2	16.8	24.2	8.9	59.4
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	466	2302	883	127	2433	623	439	498	444	364	918	409
V/C Ratio(X)	0.93	0.62	0.62	0.75	0.48	0.27	0.04	0.17	0.33	1.12	0.19	1.38
Avail Cap(c_a), veh/h	508	2302	883	361	2433	623	439	498	444	364	918	409
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)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	98.4	44.6	44.6	109.7	54.2	49.6	88.1	62.6	65.7	102.9	66.6	85.3
Incr Delay (d2), s/veh	18.1	0.9	2.4	8.4	0.7	1.1	0.2	0.7	2.0	82.6	0.5	184.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.2	26.6	30.5	5.4	18.7	11.5	0.9	6.9	11.5	22.5	7.4	66.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	116.5	45.5	47.0	118.1	54.9	50.7	88.3	63.3	67.6	185.5	67.0	270.1
LnGrp LOS	F	D	D	F	D	D	F	E	E	F	E	F
Approach Vol, veh/h		2402			1422			249			1146	
Approach Delay, s/veh		58.6			58.6			67.8			208.9	
Approach LOS		E			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.2	92.8	35.0	65.0	14.5	115.5	30.0	70.0				
Change Period (Y+Rc), s	6.2	5.8	5.8	5.6	6.0	5.8	5.8	5.6				
Max Green Setting (Gmax), s	33.8	84.2	29.2	54.4	24.0	94.2	24.2	64.4				
Max Q Clear Time (g_c+I1), s	30.5	33.3	3.1	61.4	8.3	52.3	26.2	18.8				
Green Ext Time (p_c), s	0.5	10.7	0.0	0.0	0.2	19.3	0.0	1.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			92.1									
HCM 7th LOS			F									

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Synchro 12 Report
2026 Build PM

HCM 7th Signalized Intersection Summary
10: E Capitol Ave/Great Mall Pkwy & Montague Expy

1000 Gibraltar Dr - LTA
2026 Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑↑	↱	↰	↑↑↑↑	↱	↰	↑↑↑↑	↱	↰	↑↑↑↑	↱
Traffic Volume (veh/h)	208	1710	249	147	1039	390	140	302	89	614	1233	58
Future Volume (veh/h)	208	1710	249	147	1039	390	140	302	89	614	1233	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/n	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	212	1745	0	150	1060	398	143	308	0	627	1258	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	3448		178	3322	818	171	691		656	1404	
Arrive On Green	0.07	0.54	0.00	0.05	0.52	0.52	0.05	0.14	0.00	0.19	0.27	0.00
Sat Flow, veh/h	3456	6434	1585	3456	6434	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	212	1745	0	150	1060	398	143	308	0	627	1258	0
Grp Sat Flow(s),veh/h/n	1728	1609	1585	1728	1609	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	16.4	46.6	0.0	11.6	25.8	43.8	11.1	15.0	0.0	48.5	64.0	0.0
Cycle Q Clear(g_c), s	16.4	46.6	0.0	11.6	25.8	43.8	11.1	15.0	0.0	48.5	64.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	244	3448		178	3322	818	171	691		656	1404	
V/C Ratio(X)	0.87	0.51		0.84	0.32	0.49	0.84	0.45		0.96	0.90	
Avail Cap(c_a), veh/h	695	3448		312	3322	818	298	1027		685	1594	
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)	0.49	0.49	0.00	0.79	0.79	0.79	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.2	39.9	0.0	126.9	37.8	42.2	127.2	107.4	0.0	108.2	94.2	0.0
Incr Delay (d2), s/veh	4.7	0.3	0.0	8.2	0.2	1.6	10.2	0.5	0.0	23.5	6.5	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(95%),veh/mi	10.8	23.7	0.0	8.9	15.1	24.0	9.1	11.0	0.0	32.2	38.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	128.9	40.2	0.0	135.2	38.0	43.8	137.5	107.9	0.0	131.8	100.7	0.0
LnGrp LOS	F	D		F	D	D	F	F		F	F	
Approach Vol, veh/h	1957			1608			451			1885		
Approach Delay, s/veh	49.8			48.5			117.3			111.0		
Approach LOS	D			D			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.8	145.2	57.8	42.2	19.5	150.5	20.1	79.9				
Change Period (Y+Rc), s	5.7	5.8	6.5	5.7	5.6	5.8	6.7	5.7				
Max Green Setting (Gmax), s	54.3	84.2	53.5	54.3	24.4	114.2	23.3	84.3				
Max Q Clear Time (g_c+tr), s	45.8	45.8	50.5	17.0	13.6	48.6	13.1	66.0				
Green Ext Time (p_c), s	0.7	10.5	0.8	2.1	0.3	20.1	0.3	8.2				

Intersection Summary

HCM 7th Control Delay, s/veh 74.1
HCM 7th LOS E

Notes

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

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2026 Build PM

HCM 7th Signalized Intersection Summary
11: Trade Zone Blvd/McCandless Dr & Montague Expy

1000 Gibraltar Dr - LTA
2026 Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↰↰	↰	↰	↰↰↰	↰	↰↰	↰	↰	↰	↰	↰
Traffic Volume (veh/h)	104	2071	1149	226	976	45	592	57	205	48	134	149
Future Volume (veh/h)	104	2071	1149	226	976	45	592	57	205	48	134	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/n	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	2113	1172	231	996	0	523	172	0	49	137	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	2598	806	258	2952		521	293		207	170	
Arrive On Green	0.07	0.51	0.51	0.14	0.58	0.00	0.10	0.16	0.00	0.04	0.09	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	3563	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	106	2113	1172	231	996	0	523	172	0	49	137	0
Grp Sat Flow(s), veh/h/n	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	8.2	48.6	71.2	17.8	14.3	0.0	14.6	12.0	0.0	3.4	10.1	0.0
Cycle Q Clear(g_c), s	8.2	48.6	71.2	17.8	14.3	0.0	14.6	12.0	0.0	3.4	10.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	2598	806	258	2952		521	293		207	170	
V/C Ratio(X)	0.81	0.81	1.45	0.90	0.34		1.00	0.59		0.24	0.81	
Avail Cap(c_a), veh/h	383	2598	806	387	2952		521	395		325	397	
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)	0.24	0.24	0.24	0.94	0.94	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	63.9	28.8	34.4	58.8	15.5	0.0	54.2	54.9	0.0	54.5	62.5	0.0
Incr Delay (d2), s/veh	3.0	0.7	205.8	15.5	0.3	0.0	40.1	1.9	0.0	0.6	8.8	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(95%),veh/ln	6.3	22.3	103.5	13.8	9.1	0.0	8.7	9.7	0.0	2.9	9.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.9	29.5	240.1	74.3	15.8	0.0	94.3	56.7	0.0	55.1	71.2	0.0
LnGrp LOS	E	C	F	E	B		F	E		E	E	
Approach Vol, veh/h	3391			1227			695			186		
Approach Delay, s/veh	103.5			26.8			85.0			67.0		
Approach LOS	F			C			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.2	86.7	10.8	27.3	24.9	77.0	20.0	18.1				
Change Period (Y+Rc), s	4.9	5.8	5.3	5.4	4.6	5.8	5.4	* 5.4				
Max Green Setting (Gmax), s	30.0	44.2	14.7	29.6	30.4	44.2	14.6	* 30				
Max Q Clear Time (g_c+tr), s	16.3	16.3	5.4	14.0	19.8	73.2	16.6	12.1				
Green Ext Time (p_c), s	0.2	7.1	0.0	0.7	0.4	0.0	0.0	0.6				

Intersection Summary

HCM 7th Control Delay, s/veh 82.8
HCM 7th LOS F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2026 Build PM

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

HCM 7th Signalized Intersection Summary
12: Oakland Rd/S Main St & Montague Expy

1000 Gibraltar Dr - LTA
2026 Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↰↱↱	↱	↰↱	↰↱↱	↱	↰↱	↰↱	↱	↰↱	↰↱	↱
Traffic Volume (veh/h)	231	2523	191	182	1343	144	305	269	355	257	359	210
Future Volume (veh/h)	231	2523	191	182	1343	144	305	269	355	257	359	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/n	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	233	2548	0	184	1357	0	308	272	0	260	363	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	2832		226	2766		349	593		305	552	
Arrive On Green	0.08	0.55	0.00	0.07	0.54	0.00	0.10	0.17	0.00	0.09	0.16	0.00
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	233	2548	0	184	1357	0	308	272	0	260	363	0
Grp Sat Flow(s),veh/h/n	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	12.6	84.3	0.0	10.0	31.5	0.0	16.7	13.1	0.0	14.1	18.3	0.0
Cycle Q Clear(g_c), s	12.6	84.3	0.0	10.0	31.5	0.0	16.7	13.1	0.0	14.1	18.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	2832		226	2766		349	593		305	552	
V/C Ratio(X)	0.84	0.90		0.82	0.49		0.88	0.46		0.85	0.66	
Avail Cap(c_a), veh/h	535	2832		437	2766		437	593		524	552	
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	0.00	0.88	0.88	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	86.2	37.6	0.0	87.7	27.2	0.0	84.3	71.4	0.0	85.4	75.5	0.0
Incr Delay (d2), s/veh	6.7	5.1	0.0	6.2	0.6	0.0	15.9	2.5	0.0	6.7	6.0	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(95%),veh/l	9.9	44.9	0.0	8.0	18.4	0.0	13.0	10.3	0.0	10.8	13.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.9	42.7	0.0	93.9	27.7	0.0	100.1	73.9	0.0	92.0	81.5	0.0
LnGrp LOS	F	D		F	C		F	E		F	F	
Approach Vol, veh/h	2781		1541				580			623		
Approach Delay, s/veh	46.9		35.6				87.8			85.9		
Approach LOS	D		D				F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.9	108.7	23.0	37.4	18.4	111.2	25.2	35.2				
Change Period (Y+Rc), s	5.6	5.8	6.2	5.7	6.0	5.8	6.0	* 5.7				
Max Green Setting (Gmax), s	29.4	84.2	28.8	24.3	24.0	89.2	24.0	* 30				
Max Q Clear Time (g_c+M), s	33.5	16.1	15.1	12.0	86.3	18.7	20.3					
Green Ext Time (p_c), s	0.6	12.4	0.7	1.0	0.4	2.8	0.5	1.5				

Intersection Summary

HCM 7th Control Delay, s/veh 52.5
HCM 7th LOS D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

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Synchro 12 Report
2026 Build PM

D4 – Horizon No-Build Conditions 2040

HCM 7th Signalized Intersection Summary
1: S Abel S/N Abel St & W Calaveras Blvd

1000 Gibraltar Dr - LTA
2040 No Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	219	1130	35	462	2281	153	41	391	442	185	516	649
Future Volume (veh/h)	219	1130	35	462	2281	153	41	391	442	185	516	649
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	238	1228	0	502	2479	0	45	425	480	201	561	705
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	271	1630		383	1930		58	779	347	168	997	445
Arrive On Green	0.15	0.32	0.00	0.21	0.38	0.00	0.03	0.22	0.22	0.09	0.28	0.28
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	238	1228	0	502	2479	0	45	425	480	201	561	705
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	15.7	25.9	0.0	25.8	45.4	0.0	3.0	12.7	26.3	11.3	16.2	33.7
Cycle Q Clear(g_c), s	15.7	25.9	0.0	25.8	45.4	0.0	3.0	12.7	26.3	11.3	16.2	33.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	271	1630		383	1930		58	779	347	168	997	445
V/C Ratio(X)	0.88	0.75		1.31	1.28		0.77	0.55	1.38	1.20	0.56	1.58
Avail Cap(c_a), veh/h	465	1630		383	1930		197	779	347	168	997	445
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	36.6	0.0	47.1	37.3	0.0	57.6	41.6	46.8	54.4	36.9	43.2
Incr Delay (d2), s/veh	9.7	3.3	0.0	157.5	132.0	0.0	19.2	0.8	188.8	132.8	0.7	273.7
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(95%),veh/ln	12.2	16.5	0.0	41.8	61.0	0.0	3.0	9.5	43.4	17.8	11.4	72.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.5	39.9	0.0	204.6	169.3	0.0	76.8	42.3	235.7	187.2	37.6	316.8
LnGrp LOS	E	D		F	F		E	D	F	F	D	F
Approach Vol, veh/h	1466			2981			950			1467		
Approach Delay, s/veh	43.1			175.2			141.7			192.3		
Approach LOS	D			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	43.0	8.6	38.4	22.9	50.1	16.0	31.0				
Change Period (Y+Rc), s	4.2	4.7	4.7	4.7	4.7	* 4.7	4.7	4.7				
Max Green Setting (Gmax), s	25.8	36.3	13.3	26.3	31.3	* 30	11.3	26.3				
Max Q Clear Time (g_c+I1), s	27.8	27.9	5.0	35.7	17.7	47.4	13.3	28.3				
Green Ext Time (p_c), s	0.0	5.0	0.0	0.0	0.5	0.0	0.0	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh 146.0
HCM 7th LOS F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

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NV5

Synchro 12 Report
2040 No Build AM

HCM 7th Signalized Intersection Summary
2: S Milpitas Blvd/N Milpitas Blvd & E Calaveras Blvd

1000 Gibraltar Dr - LTA
2040 No Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔	↑↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	258	885	497	113	2265	300	486	292	76	193	302	466
Future Volume (veh/h)	258	885	497	113	2265	300	486	292	76	193	302	466
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	274	941	0	120	2410	0	517	311	81	205	321	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	352	1858		152	1774		721	742	331	661	680	
Arrive On Green	0.10	0.36	0.00	0.09	0.35	0.00	0.21	0.21	0.21	0.19	0.19	0.00
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	274	941	0	120	2410	0	517	311	81	205	321	0
Grp Sat Flow(s), veh/h/ln	1728	1702	1585	1781	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	8.8	16.4	0.0	7.5	39.6	0.0	15.9	8.7	4.9	5.8	9.2	0.0
Cycle Q Clear(g_c), s	8.8	16.4	0.0	7.5	39.6	0.0	15.9	8.7	4.9	5.8	9.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	352	1858		152	1774		721	742	331	661	680	
V/C Ratio(X)	0.78	0.51		0.79	1.36		0.72	0.42	0.24	0.31	0.47	
Avail Cap(c_a), veh/h	782	1858		325	1774		721	742	331	661	680	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.0	28.3	0.0	51.1	37.2	0.0	42.0	39.1	37.6	39.6	41.0	0.0
Incr Delay (d2), s/veh	3.8	1.0	0.0	8.8	165.1	0.0	6.0	1.7	1.8	1.2	2.3	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(95%),veh/ln	7.1	10.8	0.0	6.6	64.0	0.0	11.6	7.0	3.6	4.6	7.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.7	29.3	0.0	59.9	202.3	0.0	48.0	40.8	39.4	40.9	43.3	0.0
LnGrp LOS	D	C		E	F		D	D	D	D	D	
Approach Vol, veh/h	1215			2530			909			526		
Approach Delay, s/veh	34.8			195.6			44.8			42.4		
Approach LOS	C			F			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	43.9	46.1	28.0	26.0	15.8	44.2	26.0	28.0				
Change Period (Y+Rc), s	4.2	4.6	4.2	4.2	4.2	4.6	4.2	4.2				
Max Green Setting (Gmax), s	20.8	30.4	23.8	21.8	25.8	25.4	21.8	23.8				
Max Q Clear Time (g_c+I), s	19.5	18.4	17.9	11.2	10.8	41.6	7.8	10.7				
Green Ext Time (p_c), s	0.2	4.8	1.0	1.3	0.8	0.0	0.5	1.7				

Intersection Summary

HCM 7th Control Delay, s/veh 115.8
HCM 7th LOS F

Notes

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

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HCM 7th Signalized Intersection Summary 3: S Milpitas Blvd & Yosemite Dr

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	6	4	336	45	439	13	391	148	250	345	57
Future Volume (veh/h)	11	6	4	336	45	439	13	391	148	250	345	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	12	6	4	357	48	467	14	416	157	266	367	61
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	95	245	163	520	44	425	28	858	320	299	1500	247
Arrive On Green	0.01	0.24	0.24	0.07	0.30	0.30	0.02	0.34	0.34	0.17	0.50	0.50
Sat Flow, veh/h	1753	1030	687	1753	147	1435	1753	2492	930	1753	3005	495
Grp Volume(v), veh/h	12	0	10	357	0	515	14	291	282	266	212	216
Grp Sat Flow(s),veh/h/ln	1753	0	1717	1753	0	1582	1753	1749	1673	1753	1749	1752
Q Serve(g_s), s	0.5	0.0	0.5	7.5	0.0	30.5	0.8	13.5	13.7	15.3	7.1	7.3
Cycle Q Clear(g_c), s	0.5	0.0	0.5	7.5	0.0	30.5	0.8	13.5	13.7	15.3	7.1	7.3
Prop In Lane	1.00		0.40	1.00		0.91	1.00		0.56	1.00		0.28
Lane Grp Cap(c), veh/h	95	0	408	520	0	469	28	602	576	299	873	874
V/C Ratio(X)	0.13	0.00	0.02	0.69	0.00	1.10	0.50	0.48	0.49	0.89	0.24	0.25
Avail Cap(c_a), veh/h	198	0	508	520	0	469	272	602	576	374	873	874
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	0.0	30.1	31.1	0.0	36.3	50.3	26.6	26.6	41.7	14.7	14.7
Incr Delay (d2), s/veh	0.6	0.0	0.0	3.8	0.0	71.2	13.0	2.8	3.0	18.9	0.7	0.7
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(95%),veh/ln	0.4	0.0	0.3	8.1	0.0	29.5	0.8	9.8	9.6	12.6	5.1	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.5	0.0	30.2	34.9	0.0	107.5	63.3	29.3	29.6	60.7	15.4	15.4
LnGrp LOS	C		C	C		F	E	C	C	E	B	B
Approach Vol, veh/h	22		872				587			694		
Approach Delay, s/veh	31.5		77.8				30.3			32.8		
Approach LOS	C		E				C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.5	12.0	29.0	5.7	56.4	6.0	35.0					
Change Period (Y+Rc), s	4.0	5.0	4.5	4.5	4.0	5.0	4.5	4.5				
Max Green Setting (Gmax), s	22.0	25.0	7.5	30.5	16.0	31.0	7.5	30.5				
Max Q Clear Time (g_c+I1), s	15.7	9.5	2.5	2.8	9.3	2.5	32.5					
Green Ext Time (p_c), s	0.3	2.3	0.0	0.0	0.0	2.3	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	50.1											
HCM 7th LOS	D											

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HCM 7th Signalized Intersection Summary
4: S Milpitas Blvd & D1/Ames Ave

1000 Gibraltar Dr - LTA
2040 No Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	0	0	0	42	0	21	0	592	89	47	613	0
Future Volume (veh/h)	0	0	0	42	0	21	0	592	89	47	613	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	0	0	0	45	0	22	0	630	95	50	652	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	0	105	0	122	1	27	2	2256	340	68	2878	0
Arrive On Green	0.00	0.00	0.00	0.06	0.00	0.06	0.00	0.75	0.75	0.04	0.84	0.00
Sat Flow, veh/h	0	1811	0	943	15	468	1725	2999	451	1725	3532	0
Grp Volume(v), veh/h	0	0	0	67	0	0	0	361	364	50	652	0
Grp Sat Flow(s), veh/h/ln	0	1811	0	1426	0	0	1725	1721	1730	1725	1721	0
Q Serve(g_s), s	0.0	0.0	0.0	4.1	0.0	0.0	0.0	5.9	5.9	2.6	3.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	4.2	0.0	0.0	0.0	5.9	5.9	2.6	3.4	0.0
Prop In Lane	0.00		0.00	0.67		0.33	1.00		0.26	1.00		0.00
Lane Grp Cap(c), veh/h	0	105	0	150	0	0	2	1295	1302	68	2878	0
V/C Ratio(X)	0.00	0.00	0.00	0.45	0.00	0.00	0.00	0.28	0.28	0.73	0.23	0.00
Avail Cap(c_a), veh/h	0	322	0	470	0	0	307	1295	1302	307	2878	0
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)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	41.9	0.0	0.0	0.0	3.5	3.5	42.7	1.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.5	0.5	13.9	0.2	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(95%),veh/ln	0.0	0.0	0.0	2.7	0.0	0.0	0.0	2.7	2.7	2.4	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	44.0	0.0	0.0	0.0	4.0	4.0	56.6	1.7	0.0
LnGrp LOS				D				A	A	E	A	
Approach Vol, veh/h	0			67			725			702		
Approach Delay, s/veh	0.0			44.0			4.0			5.6		
Approach LOS				D			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s/7.6	72.7			9.7	0.0	80.3		9.7				
Change Period (Y+Rc), s 4.0	5.0			* 4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	35.0			* 16	16.0	35.0		25.5				
Max Q Clear Time (g_c+1/4), s	7.9			0.0	0.0	5.4		6.2				
Green Ext Time (p_c), s	0.1	4.5		0.0	0.0	4.5		0.2				

Intersection Summary

HCM 7th Control Delay, s/veh	6.6
HCM 7th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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HCM 7th Signalized Intersection Summary
6: S Milpitas Blvd & Gibraltar Dr/ABC Dwy

1000 Gibraltar Dr - LTA
2040 No Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰		↱	↰	↱		↰	↱		↰	↱	
Traffic Volume (veh/h)	7	0	21	11	0	3	220	684	17	6	653	6
Future Volume (veh/h)	7	0	21	11	0	3	220	684	17	6	653	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	0	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	8	0	25	13	0	4	265	824	20	7	787	7
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	6	0	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	0	0	0	18	0	5	292	3009	73	12	1293	1096
Arrive On Green	0.00	0.00	0.00	0.01	0.00	0.01	0.17	0.88	0.88	0.01	0.71	0.71
Sat Flow, veh/h		0		1282	0	394	1725	3433	83	1725	1811	1535
Grp Volume(v), veh/h		0.0		17	0	0	265	413	431	7	787	7
Grp Sat Flow(s), veh/h/ln				1676	0	0	1725	1721	1796	1725	1811	1535
Q Serve(g_s), s				1.4	0.0	0.0	20.5	5.3	5.3	0.6	29.9	0.2
Cycle Q Clear(g_c), s				1.4	0.0	0.0	20.5	5.3	5.3	0.6	29.9	0.2
Prop In Lane				0.76		0.24	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h				23	0	0	292	1508	1574	12	1293	1096
V/C Ratio(X)				0.73	0.00	0.00	0.91	0.27	0.27	0.59	0.61	0.01
Avail Cap(c_a), veh/h				339	0	0	349	1508	1574	349	1293	1096
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				66.8	0.0	0.0	55.4	1.4	1.4	67.3	9.9	5.6
Incr Delay (d2), s/veh				46.1	0.0	0.0	25.1	0.4	0.4	53.2	2.1	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
%ile BackOfQ(95%),veh/ln				1.6	0.0	0.0	16.2	1.7	1.7	0.7	16.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				112.9	0.0	0.0	80.6	1.8	1.8	120.6	12.0	5.6
LnGrp LOS				F			F	A	A	F	B	A
Approach Vol, veh/h					17			1109			801	
Approach Delay, s/veh					112.9			20.6			12.9	
Approach LOS					F			C			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s5.4	124.2			6.4	27.5	102.1						
Change Period (Y+Rc), s 4.5	5.0			4.5	4.5	5.0						
Max Green Setting (Gmax), s 27.5	35.0			27.5	27.5	35.0						
Max Q Clear Time (g_c+I2.6)	7.3			3.4	22.5	31.9						
Green Ext Time (p_c), s 0.0	13.2			0.1	0.5	2.3						
Intersection Summary												
HCM 7th Control Delay, s/veh				18.2								
HCM 7th LOS				B								

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Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	17	1	17	150	0	0	0	3	0	0	0
Future Vol, veh/h	0	17	1	17	150	0	0	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	0	20	1	20	181	0	0	0	4	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	181	0	0	22	0	0	243	243	21	242	243	181
Stage 1	-	-	-	-	-	-	21	21	-	222	222	-
Stage 2	-	-	-	-	-	-	222	222	-	20	22	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	1365	-	-	1562	-	-	701	650	1042	701	650	849
Stage 1	-	-	-	-	-	-	985	868	-	770	711	-
Stage 2	-	-	-	-	-	-	770	711	-	985	867	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1365	-	-	1562	-	-	691	641	1042	689	640	849
Mov Cap-2 Maneuver	-	-	-	-	-	-	691	641	-	689	640	-
Stage 1	-	-	-	-	-	-	985	868	-	758	700	-
Stage 2	-	-	-	-	-	-	758	700	-	982	867	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.75			8.47			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1042	1365	-	-	1562	-	-	-				
HCM Lane V/C Ratio	0.003	-	-	-	0.013	-	-	-				
HCM Ctrl Dly (s/v)	8.5	0	-	-	7.3	-	-	0				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑			↑
Traffic Vol, veh/h	0	0	105	0	0	48
Future Vol, veh/h	0	0	105	0	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	0	0	131	0	0	60
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	191	66	0	0	131	0
Stage 1	131	-	-	-	-	-
Stage 2	60	-	-	-	-	-
Critical Hdwy	6.69	6.99	-	-	4.19	-
Critical Hdwy Stg 1	5.89	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.557	3.357	-	-	2.257	-
Pot Cap-1 Maneuver	778	973	-	-	1426	-
Stage 1	871	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	778	973	-	-	1426	-
Mov Cap-2 Maneuver	778	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	0	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1426	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 7th Signalized Intersection Summary
9: S Milpitas Dr & Montague Expy

1000 Gibraltar Dr - LTA
2040 No Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	391	1133	11	134	3688	442	16	100	194	168	83	615
Future Volume (veh/h)	391	1133	11	134	3688	442	16	100	194	168	83	615
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1914	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	412	1193	12	141	3882	465	17	105	204	177	87	647
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	446	3014	30	174	2418	620	432	490	437	358	903	403
Arrive On Green	0.13	0.46	0.46	0.05	0.38	0.38	0.13	0.28	0.28	0.11	0.26	0.26
Sat Flow, veh/h	3401	6513	65	3401	6332	1622	3401	1749	1560	3401	3497	1560
Grp Volume(v), veh/h	412	870	335	141	3882	465	17	105	204	177	87	647
Grp Sat Flow(s),veh/h/ln	1700	1583	1829	1700	1583	1622	1700	1749	1560	1700	1749	1560
Q Serve(g_s), s	27.5	27.7	27.7	9.4	87.8	57.1	1.0	10.6	24.9	11.3	4.4	59.4
Cycle Q Clear(g_c), s	27.5	27.7	27.7	9.4	87.8	57.1	1.0	10.6	24.9	11.3	4.4	59.4
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	446	2198	847	174	2418	620	432	490	437	358	903	403
V/C Ratio(X)	0.92	0.40	0.40	0.81	1.61	0.75	0.04	0.21	0.47	0.49	0.10	1.61
Avail Cap(c_a), veh/h	500	2198	847	355	2418	620	432	490	437	358	903	403
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)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	98.8	40.6	40.6	108.0	71.1	61.6	88.1	63.4	68.6	97.1	64.9	85.3
Incr Delay (d2), s/veh	18.6	0.4	1.1	8.8	274.3	8.1	0.2	1.0	3.6	4.8	0.2	284.1
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(95%),veh/ln	18.7	15.9	18.2	7.9	124.0	33.1	0.8	8.5	15.7	9.0	3.6	84.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	117.4	41.1	41.8	116.8	345.3	69.7	88.3	64.4	72.1	101.9	65.1	369.4
LnGrp LOS	F	D	D	F	F	E	F	E	E	F	E	F
Approach Vol, veh/h	1617			4488			326			911		
Approach Delay, s/veh	60.7			309.6			70.5			288.3		
Approach LOS	E			F			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.4	93.6	35.0	65.0	17.7	112.3	30.0	70.0				
Change Period (Y+Rc), s	6.2	5.8	5.8	5.6	6.0	5.8	5.8	5.6				
Max Green Setting (Gmax), s	33.8	84.2	29.2	54.4	24.0	94.2	24.2	64.4				
Max Q Clear Time (g_c+I1), s	29.5	89.8	3.0	61.4	11.4	29.7	13.3	26.9				
Green Ext Time (p_c), s	0.6	0.0	0.0	0.0	0.3	9.6	0.4	1.9				
Intersection Summary												
HCM 7th Control Delay, s/veh	241.5											
HCM 7th LOS	F											

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2040 No Build AM

HCM 7th Signalized Intersection Summary
10: E Capitol Ave/Great Mall Pkwy & Montague Expy

1000 Gibraltar Dr - LTA
2040 No Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑↑	↱	↰	↑↑↑↑	↱	↰	↑↑↑↑	↱	↰	↑↑↑↑	↱
Traffic Volume (veh/h)	224	998	83	72	2632	1607	215	990	90	596	307	42
Future Volume (veh/h)	224	998	83	72	2632	1607	215	990	90	596	307	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	233	1040	0	75	2742	1674	224	1031	0	621	320	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	266	3109		101	2800	690	250	1011		649	1596	
Arrive On Green	0.08	0.49	0.00	0.03	0.44	0.44	0.07	0.20	0.00	0.19	0.32	0.00
Sat Flow, veh/h	3401	6332	1560	3401	6332	1560	3401	5025	1560	3401	5025	1560
Grp Volume(v), veh/h	233	1040	0	75	2742	1674	224	1031	0	621	320	0
Grp Sat Flow(s),veh/h/ln	1700	1583	1560	1700	1583	1560	1700	1675	1560	1700	1675	1560
Q Serve(g_s), s	18.3	27.0	0.0	5.9	115.0	119.4	17.6	54.3	0.0	48.8	12.5	0.0
Cycle Q Clear(g_c), s	18.3	27.0	0.0	5.9	115.0	119.4	17.6	54.3	0.0	48.8	12.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	266	3109		101	2800	690	250	1011		649	1596	
V/C Ratio(X)	0.88	0.33		0.74	0.98	2.43	0.89	1.02		0.96	0.20	
Avail Cap(c_a), veh/h	684	3109		307	2800	690	293	1011		674	1596	
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)	0.89	0.89	0.00	0.09	0.09	0.09	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.2	41.9	0.0	130.0	74.1	75.3	124.0	107.8	0.0	108.1	67.2	0.0
Incr Delay (d2), s/veh	8.1	0.3	0.0	1.0	2.2	642.4	25.1	33.5	0.0	24.1	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(95%),veh/ln	18.0	15.9	0.0	3.5	50.1	260.1	13.7	35.9	0.0	32.0	9.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	131.3	42.1	0.0	130.9	76.3	717.7	149.1	141.3	0.0	132.3	67.2	0.0
LnGrp LOS	F	D		F	E	F	F	F		F	E	
Approach Vol, veh/h	1273				4491		1255				941	
Approach Delay, s/veh	58.4				316.3		142.7				110.1	
Approach LOS	E				F		F				F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.8	125.2	58.0	60.0	13.6	138.4	26.6	91.4				
Change Period (Y+Rc), s	5.7	5.8	6.5	5.7	5.6	5.8	6.7	5.7				
Max Green Setting (Gmax), s	54.3	84.2	53.5	54.3	24.4	114.2	23.3	84.3				
Max Q Clear Time (g_c+Q), s	121.4	121.4	50.8	56.3	7.9	29.0	19.6	14.5				
Green Ext Time (p_c), s	0.8	0.0	0.7	0.0	0.2	8.5	0.2	2.2				

Intersection Summary

HCM 7th Control Delay, s/veh	223.3
HCM 7th LOS	F

Notes

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

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2040 No Build AM

HCM 7th Signalized Intersection Summary
11: Trade Zone Blvd/McCandless Dr & Montague Expy

1000 Gibraltar Dr - LTA
2040 No Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (veh/h)	70	993	869	112	2514	158	1255	96	154	69	100	420
Future Volume (veh/h)	70	993	869	112	2514	158	1255	96	154	69	100	420
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	72	1024	896	115	2592	0	1365	0	0	71	103	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	92	2975	924	140	3101		770	0		243	133	
Arrive On Green	0.05	0.59	0.59	0.08	0.62	0.00	0.10	0.00	0.00	0.05	0.07	0.00
Sat Flow, veh/h	1753	5025	1560	1753	5025	1560	5259	0	1560	1753	1841	1560
Grp Volume(v), veh/h	72	1024	896	115	2592	0	1365	0	0	71	103	0
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1753	1675	1560	1753	0	1560	1753	1841	1560
Q Serve(g_s), s	5.7	14.6	77.1	9.0	57.1	0.0	14.6	0.0	0.0	5.2	7.7	0.0
Cycle Q Clear(g_c), s	5.7	14.6	77.1	9.0	57.1	0.0	14.6	0.0	0.0	5.2	7.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	92	2975	924	140	3101		770	0		243	133	
V/C Ratio(X)	0.78	0.34	0.97	0.82	0.84		1.77	0.00		0.29	0.77	
Avail Cap(c_a), veh/h	377	2975	924	381	3101		770	0		337	390	
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)	0.73	0.73	0.73	0.09	0.09	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	65.5	14.6	27.4	63.4	21.2	0.0	56.0	0.0	0.0	55.9	63.8	0.0
Incr Delay (d2), s/veh	10.1	0.2	19.1	1.1	0.3	0.0	353.4	0.0	0.0	0.7	9.1	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(95%),veh/ln	6.0	8.6	40.7	5.0	22.5	0.0	42.7	0.0	0.0	4.3	7.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.6	14.9	46.5	64.6	21.5	0.0	409.5	0.0	0.0	56.6	72.8	0.0
LnGrp LOS	E	B	D	E	C		F			E	E	
Approach Vol, veh/h	1992			2707			1365			174		
Approach Delay, s/veh	31.3			23.3			409.5			66.2		
Approach LOS	C			C			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	92.2	12.5	23.0	15.8	88.7	20.0	15.6				
Change Period (Y+Rc), s	4.9	5.8	5.3	5.4	4.6	5.8	5.4	* 5.4				
Max Green Setting (Gmax), s	30.0	44.2	14.7	29.6	30.4	44.2	14.6	* 30				
Max Q Clear Time (g_c+I1), s	59.1	59.1	7.2	0.0	11.0	79.1	16.6	9.7				
Green Ext Time (p_c), s	0.1	0.0	0.1	0.0	0.2	0.0	0.0	0.5				

Intersection Summary

HCM 7th Control Delay, s/veh 111.5
HCM 7th LOS F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2040 No Build AM

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

HCM 7th Signalized Intersection Summary
12: Oakland Rd/S Main St & Montague Expy

1000 Gibraltar Dr - LTA
2040 No Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	1484	414	246	3734	141	728	250	250	214	291	663
Future Volume (veh/h)	225	1484	414	246	3734	141	728	250	250	214	291	663
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/n	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	239	1579	0	262	3972	0	774	266	0	228	310	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	283	2564		304	2605		433	709		272	547	
Arrive On Green	0.08	0.51	0.00	0.09	0.51	0.00	0.13	0.20	0.00	0.08	0.16	0.00
Sat Flow, veh/h	3428	5066	1572	3428	5066	1572	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	239	1579	0	262	3972	0	774	266	0	228	310	0
Grp Sat Flow(s),veh/h/n	1714	1689	1572	1714	1689	1572	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	13.1	42.5	0.0	14.3	97.7	0.0	24.0	12.4	0.0	12.5	15.5	0.0
Cycle Q Clear(g_c), s	13.1	42.5	0.0	14.3	97.7	0.0	24.0	12.4	0.0	12.5	15.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	283	2564		304	2605		433	709		272	547	
V/C Ratio(X)	0.84	0.62		0.86	1.52		1.79	0.38		0.84	0.57	
Avail Cap(c_a), veh/h	530	2564		433	2605		433	709		520	547	
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	0.00	0.09	0.09	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	85.9	33.7	0.0	85.4	46.1	0.0	83.0	65.6	0.0	86.3	74.3	0.0
Incr Delay (d2), s/veh	6.8	1.1	0.0	1.2	236.4	0.0	363.5	1.5	0.0	6.8	4.2	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(95%),veh/mi	10.1	24.3	0.0	7.6	135.3	0.0	50.7	9.7	0.0	9.8	11.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.7	34.8	0.0	86.7	282.5	0.0	446.5	67.1	0.0	93.0	78.5	0.0
LnGrp LOS	F	C		F	F		F	E		F	E	
Approach Vol, veh/h	1818			4234			1040			538		
Approach Delay, s/veh	42.4			270.4			349.4			84.7		
Approach LOS	D			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	113.3	103.5	21.3	43.9	22.8	102.0	30.0	35.2				
Change Period (Y+Rc), s	5.6	5.8	6.2	5.7	6.0	5.8	6.0	* 5.7				
Max Green Setting (Gmax), s	29.4	84.2	28.8	24.3	24.0	89.2	24.0	* 30				
Max Q Clear Time (g_c+tc), s	99.7	14.5	14.4	16.3	44.5	26.0	17.5					
Green Ext Time (p_c), s	0.6	0.0	0.6	1.1	0.5	15.4	0.0	1.4				

Intersection Summary

HCM 7th Control Delay, s/veh 213.8
HCM 7th LOS F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2040 No Build AM

HCM 7th Signalized Intersection Summary
1: S Abel S/N Abel St & W Calaveras Blvd

1000 Gibraltar Dr - LTA
2040 No Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	253	2271	32	357	1318	198	69	517	998	263	360	307
Future Volume (veh/h)	253	2271	32	357	1318	198	69	517	998	263	360	307
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	258	2317	0	364	1345	0	70	528	1018	268	367	313
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	291	1643		386	1893		90	785	350	169	942	420
Arrive On Green	0.16	0.32	0.00	0.21	0.37	0.00	0.05	0.22	0.22	0.09	0.26	0.26
Sat Flow, veh/h	1795	5147	1598	1795	5147	1598	1795	3582	1598	1795	3582	1598
Grp Volume(v), veh/h	258	2317	0	364	1345	0	70	528	1018	268	367	313
Grp Sat Flow(s),veh/h/ln	1795	1716	1598	1795	1716	1598	1795	1791	1598	1795	1791	1598
Q Serve(g_s), s	16.9	38.3	0.0	24.0	26.8	0.0	4.6	16.2	26.3	11.3	10.1	21.5
Cycle Q Clear(g_c), s	16.9	38.3	0.0	24.0	26.8	0.0	4.6	16.2	26.3	11.3	10.1	21.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	1643		386	1893		90	785	350	169	942	420
V/C Ratio(X)	0.89	1.41		0.94	0.71		0.78	0.67	2.91	1.59	0.39	0.74
Avail Cap(c_a), veh/h	468	1643		386	1893		199	785	350	169	942	420
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.2	40.8	0.0	46.4	32.5	0.0	56.3	42.9	46.8	54.3	36.3	40.5
Incr Delay (d2), s/veh	11.6	188.4	0.0	31.5	2.3	0.0	13.1	2.3	866.1	289.6	0.3	7.1
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(95%),veh/ln	13.2	66.9	0.0	19.9	16.7	0.0	4.3	11.8	148.3	29.7	7.9	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.8	229.3	0.0	77.9	34.7	0.0	69.4	45.2	912.9	343.9	36.6	47.6
LnGrp LOS	E	F		E	C		E	D	F	F	D	D
Approach Vol, veh/h	2575			1709			1616			948		
Approach Delay, s/veh	212.4			43.9			592.9			127.1		
Approach LOS	F			D			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	43.0	10.7	36.3	24.2	48.8	16.0	31.0				
Change Period (Y+Rc), s	4.2	4.7	4.7	4.7	4.7	* 4.7	4.7	4.7				
Max Green Setting (Gmax), s	25.8	36.3	13.3	26.3	31.3	* 30	11.3	26.3				
Max Q Clear Time (g_c+I1), s	26.0	40.3	6.6	23.5	18.9	28.8	13.3	28.3				
Green Ext Time (p_c), s	0.0	0.0	0.1	1.0	0.6	1.2	0.0	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh 248.3
HCM 7th LOS F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2040 No Build PM

HCM 7th Signalized Intersection Summary
2: S Milpitas Blvd/N Milpitas Blvd & E Calaveras Blvd

1000 Gibraltar Dr - LTA
2040 No Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑↑	↗	↔	↑↑↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	560	2022	910	175	1344	277	447	376	160	286	451	353
Future Volume (veh/h)	560	2022	910	175	1344	277	447	376	160	286	451	353
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/n	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	589	2128	0	184	1415	0	471	396	168	301	475	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	667	1692		216	1326		727	748	334	666	685	
Arrive On Green	0.19	0.33	0.00	0.12	0.26	0.00	0.21	0.21	0.21	0.19	0.19	0.00
Sat Flow, veh/h	3483	5147	1598	1795	5147	1598	3483	3582	1598	3483	3582	1598
Grp Volume(v), veh/h	589	2128	0	184	1415	0	471	396	168	301	475	0
Grp Sat Flow(s),veh/h/n	1742	1716	1598	1795	1716	1598	1742	1791	1598	1742	1791	1598
Q Serve(g_s), s	18.8	37.5	0.0	11.5	29.4	0.0	14.1	11.2	10.6	8.7	14.1	0.0
Cycle Q Clear(g_c), s	18.8	37.5	0.0	11.5	29.4	0.0	14.1	11.2	10.6	8.7	14.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	667	1692		216	1326		727	748	334	666	685	
V/C Ratio(X)	0.88	1.26		0.85	1.07		0.65	0.53	0.50	0.45	0.69	
Avail Cap(c_a), veh/h	788	1692		328	1326		727	748	334	666	685	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.8	38.3	0.0	49.1	42.3	0.0	41.3	40.1	39.9	40.8	43.0	0.0
Incr Delay (d2), s/veh	10.3	120.9	0.0	12.6	44.8	0.0	4.4	2.7	5.3	2.2	5.7	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(95%),veh/mn	18.7	50.0	0.0	9.7	25.3	0.0	10.5	8.8	8.1	7.0	10.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.1	159.2	0.0	61.7	87.1	0.0	45.7	42.8	45.2	43.0	48.7	0.0
LnGrp LOS	E	F		E	F		D	D	D	D	D	
Approach Vol, veh/h	2717		1599				1035			776		
Approach Delay, s/veh	136.6		84.2				44.5			46.5		
Approach LOS	F		F				D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	42.1	28.0	26.0	26.0	34.0	26.0	28.0				
Change Period (Y+Rc), s	4.2	4.6	4.2	4.2	4.2	4.6	4.2	4.2				
Max Green Setting (Gmax), s	20.8	30.4	23.8	21.8	25.8	25.4	21.8	23.8				
Max Q Clear Time (g_c+tc), s	39.5	39.5	16.1	16.1	20.8	31.4	10.7	13.2				
Green Ext Time (p_c), s	0.3	0.0	1.1	1.4	1.1	0.0	0.8	2.2				

Intersection Summary

HCM 7th Control Delay, s/veh 96.0
HCM 7th LOS F

Notes

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

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Synchro 12 Report
2040 No Build PM

HCM 7th Signalized Intersection Summary
3: S Milpitas Blvd & Yosemite Dr

1000 Gibraltar Dr - LTA
2040 No Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	41	11	272	10	219	0	408	198	519	914	7
Future Volume (veh/h)	59	41	11	272	10	219	0	408	198	519	914	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	42	11	278	10	223	0	416	202	530	933	7
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	198	52	352	12	262	2	932	447	380	2360	18
Arrive On Green	0.04	0.14	0.14	0.07	0.17	0.17	0.00	0.40	0.40	0.21	0.65	0.65
Sat Flow, veh/h	1781	1429	374	1781	68	1527	1781	2328	1118	1781	3615	27
Grp Volume(v), veh/h	60	0	53	278	0	233	0	316	302	530	459	481
Grp Sat Flow(s),veh/h/ln	1781	0	1803	1781	0	1595	1781	1777	1669	1781	1777	1865
Q Serve(g_s), s	2.9	0.0	2.7	7.5	0.0	14.6	0.0	13.4	13.6	22.0	12.4	12.4
Cycle Q Clear(g_c), s	2.9	0.0	2.7	7.5	0.0	14.6	0.0	13.4	13.6	22.0	12.4	12.4
Prop In Lane	1.00		0.21	1.00		0.96	1.00		0.67	1.00		0.01
Lane Grp Cap(c), veh/h	175	0	250	352	0	274	2	711	668	380	1160	1218
V/C Ratio(X)	0.34	0.00	0.21	0.79	0.00	0.85	0.00	0.44	0.45	1.39	0.40	0.40
Avail Cap(c_a), veh/h	234	0	534	352	0	472	277	711	668	380	1160	1218
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	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	0.0	39.4	39.5	0.0	41.4	0.0	22.5	22.6	40.5	8.4	8.4
Incr Delay (d2), s/veh	1.2	0.0	0.4	11.6	0.0	7.3	0.0	2.0	2.2	192.3	1.0	1.0
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(95%),veh/ln	2.4	0.0	2.1	7.5	0.0	10.2	0.0	9.6	9.3	45.0	7.8	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.8	0.0	39.8	51.1	0.0	48.7	0.0	24.6	24.8	232.8	9.4	9.3
LnGrp LOS	D		D	D		D		C	C	F	A	A
Approach Vol, veh/h	113			511			618			1470		
Approach Delay, s/veh	38.7			50.0			24.7			89.9		
Approach LOS	D			D			C			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.0	46.2	12.0	18.8	0.0	72.2	8.6	22.2				
Change Period (Y+Rc), s	4.0	5.0	4.5	4.5	4.0	5.0	4.5	4.5				
Max Green Setting (Gmax), s	22.8	25.0	7.5	30.5	16.0	31.0	7.5	30.5				
Max Q Clear Time (g_c+Q), s	24.0	15.6	9.5	4.7	0.0	14.4	4.9	16.6				
Green Ext Time (p_c), s	0.0	2.5	0.0	0.2	0.0	5.2	0.0	1.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	65.4											
HCM 7th LOS	E											

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2040 No Build PM

HCM 7th Signalized Intersection Summary
4: S Milpitas Blvd & D1/Ames Ave

1000 Gibraltar Dr - LTA
2040 No Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	0	0	0	109	0	34	0	558	34	34	1184	0
Future Volume (veh/h)	0	0	0	109	0	34	0	558	34	34	1184	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/n	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	112	0	35	0	575	35	35	1221	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	231	0	206	2	43	2	2362	144	58	2739	0
Arrive On Green	0.00	0.00	0.00	0.12	0.00	0.12	0.00	0.69	0.69	0.03	0.77	0.00
Sat Flow, veh/h	0	1870	0	1093	19	347	1781	3403	207	1781	3647	0
Grp Volume(v), veh/h	0	0	0	147	0	0	0	300	310	35	1221	0
Grp Sat Flow(s), veh/h/n	0	1870	0	1459	0	0	1781	1777	1833	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	8.7	0.0	0.0	0.0	5.6	5.6	1.7	10.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	8.8	0.0	0.0	0.0	5.6	5.6	1.7	10.8	0.0
Prop In Lane	0.00		0.00	0.76		0.24	1.00		0.11	1.00		0.00
Lane Grp Cap(c), veh/h	0	231	0	251	0	0	2	1233	1272	58	2739	0
V/C Ratio(X)	0.00	0.00	0.00	0.59	0.00	0.00	0.00	0.24	0.24	0.61	0.45	0.00
Avail Cap(c_a), veh/h	0	333	0	483	0	0	317	1233	1272	317	2739	0
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)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	38.4	0.0	0.0	0.0	5.1	5.1	43.0	3.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.5	0.5	9.8	0.5	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(95%),veh/n	0.0	0.0	0.0	5.8	0.0	0.0	0.0	3.1	3.2	1.6	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	40.6	0.0	0.0	0.0	5.5	5.5	52.8	4.1	0.0
LnGrp LOS				D				A	A	D	A	
Approach Vol, veh/h	0			147			610			1256		
Approach Delay, s/veh	0.0			40.6			5.5			5.5		
Approach LOS				D			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	67.5			15.6	0.0	74.4		15.6				
Change Period (Y+Rc), s	4.0	5.0		* 4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	35.0			* 16	16.0	35.0		25.5				
Max Q Clear Time (g_c+I), s	7.6			0.0	0.0	12.8		10.8				
Green Ext Time (p_c), s	0.0	3.6		0.0	0.0	9.0		0.6				

Intersection Summary

HCM 7th Control Delay, s/veh	8.1
HCM 7th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2040 No Build PM

HCM 7th Signalized Intersection Summary
6: S Milpitas Blvd & Gibraltar Dr/ABC Dwy

1000 Gibraltar Dr - LTA
2040 No Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰		↱		↰	↱	↰	↱		↰	↱	↱
Traffic Volume (veh/h)	10	0	171	24	0	13	31	564	24	1	1296	1
Future Volume (veh/h)	10	0	171	24	0	13	31	564	24	1	1296	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	0	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	11	0	180	25	0	14	33	594	25	1	1364	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	0	0	0	33	0	18	43	3034	128	2	1590	1347
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.03	0.02	0.87	0.87	0.00	0.84	0.84
Sat Flow, veh/h		0		1102	0	617	1795	3502	147	1795	1885	1598
Grp Volume(v), veh/h		0.0		39	0	0	33	303	316	1	1364	1
Grp Sat Flow(s), veh/h/ln				1719	0	0	1795	1791	1859	1795	1885	1598
Q Serve(g_s), s				3.1	0.0	0.0	2.5	3.7	3.7	0.1	55.7	0.0
Cycle Q Clear(g_c), s				3.1	0.0	0.0	2.5	3.7	3.7	0.1	55.7	0.0
Prop In Lane				0.64		0.36	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h				51	0	0	43	1551	1610	2	1590	1347
V/C Ratio(X)				0.76	0.00	0.00	0.77	0.20	0.20	0.51	0.86	0.00
Avail Cap(c_a), veh/h				348	0	0	363	1551	1610	363	1590	1347
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				65.5	0.0	0.0	66.0	1.5	1.5	67.9	6.0	1.7
Incr Delay (d2), s/veh				27.7	0.0	0.0	32.6	0.3	0.3	167.8	6.2	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
%ile BackOfQ(95%),veh/ln				3.1	0.0	0.0	2.7	1.3	1.4	0.2	21.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				93.2	0.0	0.0	98.6	1.7	1.7	235.6	12.3	1.7
LnGrp LOS				F			F	A	A	F	B	A
Approach Vol, veh/h					39			652			1366	
Approach Delay, s/veh					93.2			6.6			12.4	
Approach LOS					F			A			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s4.6	122.8			8.5	7.8	119.7						
Change Period (Y+Rc), s 4.5	5.0			4.5	4.5	5.0						
Max Green Setting (Gmax), s 27.5	35.0			27.5	27.5	35.0						
Max Q Clear Time (g_c+I), s 12.5	5.7			5.1	4.5	57.7						
Green Ext Time (p_c), s 0.0	9.5			0.2	0.1	0.0						
Intersection Summary												
HCM 7th Control Delay, s/veh			12.1									
HCM 7th LOS			B									

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	140	0	3	24	0	0	0	17	0	0	0
Future Vol, veh/h	0	140	0	3	24	0	0	0	17	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	177	0	4	30	0	0	0	22	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	30	0	0	177	0	0	215	215	177	215	215	30
Stage 1	-	-	-	-	-	-	177	177	-	38	38	-
Stage 2	-	-	-	-	-	-	38	38	-	177	177	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1582	-	-	1399	-	-	741	683	866	741	683	1044
Stage 1	-	-	-	-	-	-	825	753	-	977	863	-
Stage 2	-	-	-	-	-	-	977	863	-	825	753	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1582	-	-	1399	-	-	739	681	866	721	681	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	739	681	-	721	681	-
Stage 1	-	-	-	-	-	-	825	753	-	975	861	-
Stage 2	-	-	-	-	-	-	975	861	-	804	753	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.84			9.26			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	866	1582	-	-	1399	-	-	-				
HCM Lane V/C Ratio	0.025	-	-	-	0.003	-	-	-				
HCM Ctrl Dly (s/v)	9.3	0	-	-	7.6	-	-	0				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-				

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑			↑
Traffic Vol, veh/h	0	0	52	0	0	89
Future Vol, veh/h	0	0	52	0	0	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	87	0	0	148
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	235	43	0	0	87	0
Stage 1	87	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	4.13	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	743	1018	-	-	1508	-
Stage 1	927	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	743	1018	-	-	1508	-
Mov Cap-2 Maneuver	743	-	-	-	-	-
Stage 1	927	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	0	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1508	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 7th Signalized Intersection Summary
9: S Milpitas Dr & Montague Expy

1000 Gibraltar Dr - LTA
2040 No Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	🚗🚗	🚗🚗🚗		🚗🚗	🚗🚗🚗	🚗	🚗🚗	🚗🚗		🚗🚗	🚗🚗	🚗
Traffic Volume (veh/h)	556	2680	45	132	1601	185	27	116	202	509	243	738
Future Volume (veh/h)	556	2680	45	132	1601	185	27	116	202	509	243	738
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1945	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	567	2735	46	135	1634	189	28	118	206	519	248	753
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	508	3055	51	168	2355	603	439	498	444	364	918	409
Arrive On Green	0.15	0.47	0.47	0.05	0.37	0.37	0.13	0.28	0.28	0.11	0.26	0.26
Sat Flow, veh/h	3456	6566	110	3456	6434	1648	3456	1777	1585	3456	3554	1585
Grp Volume(v), veh/h	567	2009	772	135	1634	189	28	118	206	519	248	753
Grp Sat Flow(s), veh/h/ln	1728	1609	1851	1728	1609	1648	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	33.8	87.7	88.0	8.9	49.6	18.9	1.6	11.8	24.7	24.2	12.8	59.4
Cycle Q Clear(g_c), s	33.8	87.7	88.0	8.9	49.6	18.9	1.6	11.8	24.7	24.2	12.8	59.4
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	508	2245	861	168	2355	603	439	498	444	364	918	409
V/C Ratio(X)	1.12	0.89	0.90	0.80	0.69	0.31	0.06	0.24	0.46	1.43	0.27	1.84
Avail Cap(c_a), veh/h	508	2245	861	361	2355	603	439	498	444	364	918	409
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)	0.43	0.43	0.43	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	98.1	56.3	56.4	108.3	61.9	52.2	88.4	63.9	68.5	102.9	68.0	85.3
Incr Delay (d2), s/veh	64.3	2.8	6.8	8.6	1.7	1.4	0.3	1.1	3.5	207.6	0.7	387.2
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(95%),veh/ln	25.9	42.1	49.1	7.6	27.9	12.8	1.4	9.4	15.8	33.0	10.0	105.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	162.4	59.1	63.2	116.9	63.7	53.6	88.6	65.0	72.0	310.5	68.7	472.5
LnGrp LOS	F	E	E	F	E	D	F	E	E	F	E	F
Approach Vol, veh/h		3348			1958			352			1520	
Approach Delay, s/veh		77.6			66.4			71.0			351.3	
Approach LOS		E			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.0	90.0	35.0	65.0	17.2	112.8	30.0	70.0				
Change Period (Y+Rc), s	6.2	5.8	5.8	5.6	6.0	5.8	5.8	5.6				
Max Green Setting (Gmax), s	33.8	84.2	29.2	54.4	24.0	94.2	24.2	64.4				
Max Q Clear Time (g_c+I1), s	35.8	51.6	3.6	61.4	10.9	90.0	26.2	26.7				
Green Ext Time (p_c), s	0.0	15.5	0.0	0.0	0.3	3.9	0.0	2.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			132.1									
HCM 7th LOS			F									

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2040 No Build PM

HCM 7th Signalized Intersection Summary
10: E Capitol Ave/Great Mall Pkwy & Montague Expy

1000 Gibraltar Dr - LTA
2040 No Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑↑↑	↗	↔	↑↑↑	↗	↔	↑↑↑	↗	↔	↑↑↑	↗
Traffic Volume (veh/h)	294	2391	352	191	1443	551	198	427	109	367	1742	82
Future Volume (veh/h)	294	2391	352	191	1443	551	198	427	109	367	1742	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	300	2440	0	195	1472	562	202	436	0	374	1778	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	3015		223	2804	691	230	1330		411	1594	
Arrive On Green	0.10	0.47	0.00	0.06	0.44	0.44	0.07	0.26	0.00	0.12	0.31	0.00
Sat Flow, veh/h	3456	6434	1585	3456	6434	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	300	2440	0	195	1472	562	202	436	0	374	1778	0
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1728	1609	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	23.2	87.7	0.0	15.1	45.2	83.7	15.6	18.6	0.0	28.9	84.3	0.0
Cycle Q Clear(g_c), s	23.2	87.7	0.0	15.1	45.2	83.7	15.6	18.6	0.0	28.9	84.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	335	3015		223	2804	691	230	1330		411	1594	
V/C Ratio(X)	0.90	0.81		0.87	0.52	0.81	0.88	0.33		0.91	1.12	
Avail Cap(c_a), veh/h	695	3015		312	2804	691	298	1330		685	1594	
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)	0.09	0.09	0.00	0.47	0.47	0.47	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.6	61.4	0.0	125.2	55.7	66.6	125.0	80.7	0.0	117.5	92.8	0.0
Incr Delay (d2), s/veh	0.9	0.2	0.0	9.3	0.3	5.0	20.5	0.1	0.0	10.2	61.1	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(95%),veh/ln	12.2	38.7	0.0	10.2	23.4	41.5	12.4	13.0	0.0	19.8	61.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	121.4	61.6	0.0	134.5	56.0	71.6	145.5	80.9	0.0	127.7	154.0	0.0
LnGrp LOS	F	E		F	E	E	F	F		F	F	
Approach Vol, veh/h	2740			2229			638			2152		
Approach Delay, s/veh	68.2			66.8			101.3			149.4		
Approach LOS	E			E			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.9	123.5	38.6	76.0	23.0	132.3	24.6	90.0				
Change Period (Y+Rc), s	5.7	5.8	6.5	5.7	5.6	5.8	6.7	5.7				
Max Green Setting (Gmax), s	54.3	84.2	53.5	54.3	24.4	114.2	23.3	84.3				
Max Q Clear Time (g_c+QY), s	85.7	85.7	30.9	20.6	17.1	89.7	17.6	86.3				
Green Ext Time (p_c), s	1.0	0.0	1.3	3.0	0.3	19.4	0.3	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh 93.1
HCM 7th LOS F

Notes

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

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2040 No Build PM

HCM 7th Signalized Intersection Summary
11: Trade Zone Blvd/McCandless Dr & Montague Expy

1000 Gibraltar Dr - LTA
2040 No Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↰↰	↰	↰	↰↰↰	↰	↰↰	↰	↰	↰	↰	↰
Traffic Volume (veh/h)	147	2901	1624	319	1354	64	836	81	290	68	189	211
Future Volume (veh/h)	147	2901	1624	319	1354	64	836	81	290	68	189	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/n	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	2960	1657	326	1382	0	739	243	0	69	193	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	2177	676	350	2663		523	333		200	227	
Arrive On Green	0.10	0.43	0.43	0.20	0.52	0.00	0.10	0.18	0.00	0.05	0.12	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	3563	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	150	2960	1657	326	1382	0	739	243	0	69	193	0
Grp Sat Flow(s),veh/h/n	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	11.6	59.7	59.7	25.2	24.9	0.0	14.6	17.2	0.0	4.7	14.2	0.0
Cycle Q Clear(g_c), s	11.6	59.7	59.7	25.2	24.9	0.0	14.6	17.2	0.0	4.7	14.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	177	2177	676	350	2663		523	333		200	227	
V/C Ratio(X)	0.85	1.36	2.45	0.93	0.52		1.41	0.73		0.34	0.85	
Avail Cap(c_a), veh/h	383	2177	676	387	2663		523	395		302	397	
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)	0.09	0.09	0.09	0.80	0.80	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	62.0	40.2	40.2	55.3	22.0	0.0	51.2	54.3	0.0	50.5	60.2	0.0
Incr Delay (d2), s/veh	1.1	162.2	653.9	23.8	0.6	0.0	197.1	5.5	0.0	1.0	8.6	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(95%),veh/mph	6.3	74.9	222.1	18.7	14.2	0.0	26.1	13.4	0.0	3.9	11.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.1	202.4	694.1	79.1	22.6	0.0	248.2	59.8	0.0	51.5	68.8	0.0
LnGrp LOS	E	F	F	E	C		F	E		D	E	
Approach Vol, veh/h	4767			1708			982			262		
Approach Delay, s/veh	368.9			33.3			201.6			64.3		
Approach LOS	F			C			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	78.8	12.1	30.4	32.1	65.5	20.0	22.4				
Change Period (Y+Rc), s	4.9	5.8	5.3	5.4	4.6	5.8	5.4	* 5.4				
Max Green Setting (Gmax), s	30.0	44.2	14.7	29.6	30.4	44.2	14.6	* 30				
Max Q Clear Time (g_c+tc), s	26.9	26.9	6.7	19.2	27.2	61.7	16.6	16.2				
Green Ext Time (p_c), s	0.3	8.6	0.1	0.9	0.3	0.0	0.0	0.9				

Intersection Summary

HCM 7th Control Delay, s/veh 263.0
HCM 7th LOS F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2040 No Build PM

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

HCM 7th Signalized Intersection Summary
12: Oakland Rd/S Main St & Montague Expy

1000 Gibraltar Dr - LTA
2040 No Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔↔	↔	↔↔	↔↔↔	↔	↔↔	↔↔	↔	↔↔	↔↔	↔
Traffic Volume (veh/h)	326	3556	270	240	1889	203	431	380	485	363	507	297
Future Volume (veh/h)	326	3556	270	240	1889	203	431	380	485	363	507	297
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/n	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	329	3592	0	242	1908	0	435	384	0	367	512	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	2617		284	2494		437	573		412	552	
Arrive On Green	0.11	0.51	0.00	0.08	0.49	0.00	0.13	0.16	0.00	0.12	0.16	0.00
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	329	3592	0	242	1908	0	435	384	0	367	512	0
Grp Sat Flow(s), veh/h/n	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	17.8	97.4	0.0	13.1	58.0	0.0	23.9	19.3	0.0	19.9	27.0	0.0
Cycle Q Clear(g_c), s	17.8	97.4	0.0	13.1	58.0	0.0	23.9	19.3	0.0	19.9	27.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	375	2617		284	2494		437	573		412	552	
V/C Ratio(X)	0.88	1.37		0.85	0.77		1.00	0.67		0.89	0.93	
Avail Cap(c_a), veh/h	535	2617		437	2494		437	573		524	552	
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	0.00	0.72	0.72	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	83.5	46.3	0.0	86.0	39.7	0.0	83.0	74.9	0.0	82.5	79.2	0.0
Incr Delay (d2), s/veh	11.4	170.2	0.0	7.1	1.7	0.0	42.1	6.1	0.0	14.6	24.1	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(95%),veh/mi	118.3	118.7	0.0	9.6	31.0	0.0	19.2	14.4	0.0	14.9	20.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	94.8	216.5	0.0	93.1	41.4	0.0	125.1	81.0	0.0	97.1	103.3	0.0
LnGrp LOS	F	F		F	D		F	F		F	F	
Approach Vol, veh/h		3921			2150			819			879	
Approach Delay, s/veh		206.3			47.2			104.4			100.7	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.2	98.6	28.8	36.4	21.6	103.2	30.0	35.2				
Change Period (Y+Rc), s	5.6	5.8	6.2	5.7	6.0	5.8	6.0	* 5.7				
Max Green Setting (Gmax), s	29.4	84.2	28.8	24.3	24.0	89.2	24.0	* 30				
Max Q Clear Time (g_c+tr), s	60.0	21.9	21.3	15.1	99.4	25.9	29.0					
Green Ext Time (p_c), s	0.8	15.0	0.8	0.7	0.5	0.0	0.0	0.2				

Intersection Summary

HCM 7th Control Delay, s/veh 139.6
HCM 7th LOS F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2040 No Build PM

D5 – Horizon Build Conditions 2040

HCM 7th Signalized Intersection Summary
1: S Abel S/N Abel St & W Calaveras Blvd

1000 Gibraltar Dr - LTA
2040 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	219	1162	35	462	2313	153	41	391	442	185	516	649
Future Volume (veh/h)	219	1162	35	462	2313	153	41	391	442	185	516	649
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	238	1263	0	502	2514	0	45	425	480	201	561	705
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	271	1630		383	1930		58	779	347	168	997	445
Arrive On Green	0.15	0.32	0.00	0.21	0.38	0.00	0.03	0.22	0.22	0.09	0.28	0.28
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	238	1263	0	502	2514	0	45	425	480	201	561	705
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	15.7	26.9	0.0	25.8	45.4	0.0	3.0	12.7	26.3	11.3	16.2	33.7
Cycle Q Clear(g_c), s	15.7	26.9	0.0	25.8	45.4	0.0	3.0	12.7	26.3	11.3	16.2	33.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	271	1630		383	1930		58	779	347	168	997	445
V/C Ratio(X)	0.88	0.77		1.31	1.30		0.77	0.55	1.38	1.20	0.56	1.58
Avail Cap(c_a), veh/h	465	1630		383	1930		197	779	347	168	997	445
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	37.0	0.0	47.1	37.3	0.0	57.6	41.6	46.8	54.4	36.9	43.2
Incr Delay (d2), s/veh	9.7	3.7	0.0	157.5	140.0	0.0	19.2	0.8	188.8	132.8	0.7	273.7
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(95%),veh/ln	12.2	17.1	0.0	41.8	63.3	0.0	3.0	9.5	43.4	17.8	11.4	72.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.5	40.6	0.0	204.6	177.3	0.0	76.8	42.3	235.7	187.2	37.6	316.8
LnGrp LOS	E	D		F	F		E	D	F	F	D	F
Approach Vol, veh/h		1501			3016			950			1467	
Approach Delay, s/veh		43.6			181.8			141.7			192.3	
Approach LOS		D			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	43.0	8.6	38.4	22.9	50.1	16.0	31.0				
Change Period (Y+Rc), s	4.2	4.7	4.7	4.7	4.7	* 4.7	4.7	4.7				
Max Green Setting (Gmax), s	25.8	36.3	13.3	26.3	31.3	* 30	11.3	26.3				
Max Q Clear Time (g_c+I1), s	27.8	28.9	5.0	35.7	17.7	47.4	13.3	28.3				
Green Ext Time (p_c), s	0.0	4.6	0.0	0.0	0.5	0.0	0.0	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh 148.6
HCM 7th LOS F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2040 Build AM

HCM 7th Signalized Intersection Summary
2: S Milpitas Blvd/N Milpitas Blvd & E Calaveras Blvd

1000 Gibraltar Dr - LTA
2040 Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔	↑↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	258	885	529	126	2265	300	518	292	89	193	302	466
Future Volume (veh/h)	258	885	529	126	2265	300	518	292	89	193	302	466
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	274	941	0	134	2410	0	551	311	95	205	321	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	352	1817		166	1774		721	742	331	661	680	
Arrive On Green	0.10	0.36	0.00	0.09	0.35	0.00	0.21	0.21	0.21	0.19	0.19	0.00
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	274	941	0	134	2410	0	551	311	95	205	321	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	8.8	16.6	0.0	8.4	39.6	0.0	17.1	8.7	5.8	5.8	9.2	0.0
Cycle Q Clear(g_c), s	8.8	16.6	0.0	8.4	39.6	0.0	17.1	8.7	5.8	5.8	9.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	352	1817		166	1774		721	742	331	661	680	
V/C Ratio(X)	0.78	0.52		0.81	1.36		0.76	0.42	0.29	0.31	0.47	
Avail Cap(c_a), veh/h	782	1817		325	1774		721	742	331	661	680	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.0	29.0	0.0	50.7	37.2	0.0	42.5	39.1	38.0	39.6	41.0	0.0
Incr Delay (d2), s/veh	3.8	1.1	0.0	8.9	165.1	0.0	7.5	1.7	2.2	1.2	2.3	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(95%),veh/ln	7.1	11.0	0.0	7.4	64.0	0.0	12.5	7.0	4.3	4.6	7.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.7	30.0	0.0	59.6	202.3	0.0	50.0	40.8	40.1	40.9	43.3	0.0
LnGrp LOS	D	C		E	F		D	D	D	D	D	
Approach Vol, veh/h	1215			2544			957			526		
Approach Delay, s/veh	35.4			194.8			46.0			42.4		
Approach LOS	D			F			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	44.8	45.2	28.0	26.0	15.8	44.2	26.0	28.0				
Change Period (Y+Rc), s	4.2	4.6	4.2	4.2	4.2	4.6	4.2	4.2				
Max Green Setting (Gmax), s	20.8	30.4	23.8	21.8	25.8	25.4	21.8	23.8				
Max Q Clear Time (g_c+M), s	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6				
Max Q Clear Time (g_c+M), s	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6				
Green Ext Time (p_c), s	0.2	4.8	0.9	1.3	0.8	0.0	0.5	1.8				

Intersection Summary

HCM 7th Control Delay, s/veh 115.4
HCM 7th LOS F

Notes

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

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2040 Build AM

HCM 7th Signalized Intersection Summary
3: S Milpitas Blvd & Yosemite Dr

1000 Gibraltar Dr - LTA
2040 Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	6	4	336	45	439	13	404	148	250	359	89
Future Volume (veh/h)	43	6	4	336	45	439	13	404	148	250	359	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	46	6	4	357	48	467	14	430	157	266	382	95
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	132	267	178	549	44	425	28	812	294	299	1329	327
Arrive On Green	0.04	0.26	0.26	0.07	0.30	0.30	0.02	0.32	0.32	0.17	0.48	0.48
Sat Flow, veh/h	1753	1030	687	1753	147	1435	1753	2516	910	1753	2782	684
Grp Volume(v), veh/h	46	0	10	357	0	515	14	298	289	266	239	238
Grp Sat Flow(s),veh/h/ln	1753	0	1717	1753	0	1582	1753	1749	1677	1753	1749	1718
Q Serve(g_s), s	2.0	0.0	0.4	7.5	0.0	30.5	0.8	14.3	14.5	15.3	8.5	8.7
Cycle Q Clear(g_c), s	2.0	0.0	0.4	7.5	0.0	30.5	0.8	14.3	14.5	15.3	8.5	8.7
Prop In Lane	1.00		0.40	1.00		0.91	1.00		0.54	1.00		0.40
Lane Grp Cap(c), veh/h	132	0	444	549	0	469	28	564	541	299	835	820
V/C Ratio(X)	0.35	0.00	0.02	0.65	0.00	1.10	0.50	0.53	0.53	0.89	0.29	0.29
Avail Cap(c_a), veh/h	198	0	508	549	0	469	272	564	541	374	835	820
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	0.0	28.5	29.3	0.0	36.3	50.3	28.5	28.5	41.7	16.3	16.3
Incr Delay (d2), s/veh	1.6	0.0	0.0	2.7	0.0	71.2	13.0	3.5	3.8	18.9	0.9	0.9
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(95%),veh/ln	1.5	0.0	0.3	7.5	0.0	29.5	0.8	10.4	10.2	12.6	6.1	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.3	0.0	28.5	32.0	0.0	107.5	63.3	32.0	32.3	60.7	17.1	17.2
LnGrp LOS	C		C	C		F	E	C	C	E	B	B
Approach Vol, veh/h	56			872			601			743		
Approach Delay, s/veh	30.8			76.6			32.9			32.8		
Approach LOS	C			E			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.6	38.2	12.0	31.2	5.7	54.2	8.2	35.0				
Change Period (Y+Rc), s	4.0	5.0	4.5	4.5	4.0	5.0	4.5	4.5				
Max Green Setting (Gmax), s	22.8	25.0	7.5	30.5	16.0	31.0	7.5	30.5				
Max Q Clear Time (g_c+trf), s	16.5	16.5	9.5	2.4	2.8	10.7	4.0	32.5				
Green Ext Time (p_c), s	0.3	2.2	0.0	0.0	0.0	2.6	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	49.6											
HCM 7th LOS	D											

HCM 7th Signalized Intersection Summary 4: S Milpitas Blvd & D1/Ames Ave

1000 Gibraltar Dr - LTA
2040 Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	0	0	0	42	0	21	1	605	89	47	626	1
Future Volume (veh/h)	0	0	0	42	0	21	1	605	89	47	626	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	0	0	0	45	0	22	1	644	95	50	666	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	0	105	0	122	1	27	2	2264	333	68	2787	4
Arrive On Green	0.00	0.00	0.00	0.06	0.00	0.06	0.00	0.75	0.75	0.04	0.79	0.79
Sat Flow, veh/h	0	1811	0	943	15	468	1725	3009	443	1725	3525	5
Grp Volume(v), veh/h	0	0	0	67	0	0	1	368	371	50	325	342
Grp Sat Flow(s), veh/h/ln	0	1811	0	1426	0	0	1725	1721	1731	1725	1721	1810
Q Serve(g_s), s	0.0	0.0	0.0	4.1	0.0	0.0	0.1	6.1	6.1	2.6	4.4	4.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	4.2	0.0	0.0	0.1	6.1	6.1	2.6	4.4	4.4
Prop In Lane	0.00		0.00	0.67		0.33	1.00		0.26	1.00		0.00
Lane Grp Cap(c), veh/h	0	105	0	150	0	0	2	1295	1303	68	1360	1431
V/C Ratio(X)	0.00	0.00	0.00	0.45	0.00	0.00	0.42	0.28	0.28	0.73	0.24	0.24
Avail Cap(c_a), veh/h	0	322	0	470	0	0	307	1295	1303	307	1360	1431
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)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	41.9	0.0	0.0	44.9	3.5	3.5	42.7	2.4	2.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.1	0.0	0.0	89.5	0.6	0.5	13.9	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	2.7	0.0	0.0	0.1	2.7	2.8	2.4	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	44.0	0.0	0.0	134.4	4.1	4.1	56.6	2.8	2.8
LnGrp LOS				D				F	A	E	A	A
Approach Vol, veh/h	0			67			740			717		
Approach Delay, s/veh	0.0			44.0			4.2			6.6		
Approach LOS				D			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s/7.6	72.7			9.7	4.1	76.2		9.7				
Change Period (Y+Rc), s 4.0	5.0			* 4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	35.0			* 16	16.0	35.0		25.5				
Max Q Clear Time (g_c+1/4), s	8.1			0.0	2.1	6.4		6.2				
Green Ext Time (p_c), s	0.1	4.6		0.0	0.0	4.0		0.2				

Intersection Summary

HCM 7th Control Delay, s/veh 7.1
HCM 7th LOS A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2040 Build AM

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑↑	↑↑	
Traffic Vol, veh/h	13	45	46	683	661	13
Future Vol, veh/h	13	45	46	683	661	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	14	47	48	719	696	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1159	355	709	0	-	0
Stage 1	703	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Critical Hdwy	6.92	7.02	4.22	-	-	-
Critical Hdwy Stg 1	5.92	-	-	-	-	-
Critical Hdwy Stg 2	5.92	-	-	-	-	-
Follow-up Hdwy	3.56	3.36	2.26	-	-	-
Pot Cap-1 Maneuver	183	630	859	-	-	-
Stage 1	442	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	170	630	859	-	-	-
Mov Cap-2 Maneuver	295	-	-	-	-	-
Stage 1	411	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	13.15	1.14		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	227	-	502	-	-	
HCM Lane V/C Ratio	0.056	-	0.122	-	-	
HCM Ctrl Dly (s/v)	9.4	0.6	13.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-	

HCM 7th Signalized Intersection Summary
6: S Milpitas Blvd & Gibraltar Dr/ABC Dwy

1000 Gibraltar Dr - LTA
2040 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	0	47	11	0	3	246	730	17	6	698	6
Future Volume (veh/h)	7	0	47	11	0	3	246	730	17	6	698	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	0	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	8	0	57	13	0	4	296	880	20	7	841	7
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	6	0	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	13	0	0	47	0	0	321	2874	65	12	1189	1008
Arrive On Green	0.01	0.00	0.00	0.01	0.00	0.01	0.19	0.84	0.84	0.01	0.66	0.66
Sat Flow, veh/h	1725	8		0	0	0	1725	3439	78	1725	1811	1535
Grp Volume(v), veh/h	8	117.3		17	0	0	296	440	460	7	841	7
Grp Sat Flow(s),veh/h/ln	1725	F		0	0	0	1725	1721	1797	1725	1811	1535
Q Serve(g_s), s	0.6			0.0	0.0	0.0	22.9	7.7	7.7	0.6	40.5	0.2
Cycle Q Clear(g_c), s	0.6			0.1	0.0	0.0	22.9	7.7	7.7	0.6	40.5	0.2
Prop In Lane	1.00			0.76		0.24	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	13			47	0	0	321	1438	1501	12	1189	1008
V/C Ratio(X)	0.60			0.36	0.00	0.00	0.92	0.31	0.31	0.59	0.71	0.01
Avail Cap(c_a), veh/h	349			301	0	0	349	1438	1501	349	1189	1008
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.3			66.2	0.0	0.0	54.4	2.5	2.5	67.3	15.0	8.1
Incr Delay (d2), s/veh	50.0			6.6	0.0	0.0	29.0	0.6	0.5	53.2	3.6	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
%ile BackOfQ(95%),veh/ln	0.8			1.2	0.0	0.0	18.2	3.5	3.6	0.7	23.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	117.3			72.9	0.0	0.0	83.4	3.0	3.0	120.6	18.5	8.1
LnGrp LOS	F			E			F	A	A	F	B	A
Approach Vol, veh/h					17		1196				855	
Approach Delay, s/veh					72.9		22.9				19.3	
Approach LOS					E		C				B	
Timer - Assigned Phs	1	2	3	4	5	6						
Phs Duration (G+Y+Rc), s	5.4	118.6	5.5	6.4	29.8	94.3						
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0						
Max Green Setting (Gmax), s	27.5	35.0	27.5	27.5	27.5	35.0						
Max Q Clear Time (g_c+I1), s	2.6	9.7	2.6	2.1	24.9	42.5						
Green Ext Time (p_c), s	0.0	13.5	0.0	0.1	0.4	0.0						
Intersection Summary												
HCM 7th Control Delay, s/veh	22.2											
HCM 7th LOS	C											

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2040 Build AM

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	23	1	17	156	19	0	0	3	19	0	0
Future Vol, veh/h	0	23	1	17	156	19	0	0	3	19	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	0	28	1	20	188	23	0	0	4	23	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	211	0	0	29	0	0	257	280	28	268	269	199
Stage 1	-	-	-	-	-	-	28	28	-	240	240	-
Stage 2	-	-	-	-	-	-	229	252	-	28	29	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	1330	-	-	1552	-	-	686	620	1033	674	629	829
Stage 1	-	-	-	-	-	-	976	862	-	752	697	-
Stage 2	-	-	-	-	-	-	763	689	-	977	861	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1330	-	-	1552	-	-	675	611	1033	662	619	829
Mov Cap-2 Maneuver	-	-	-	-	-	-	675	611	-	662	619	-
Stage 1	-	-	-	-	-	-	976	862	-	741	687	-
Stage 2	-	-	-	-	-	-	751	679	-	973	861	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.65			8.5			10.63		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1033	1330	-	-	1552	-	-	662				
HCM Lane V/C Ratio	0.004	-	-	-	0.013	-	-	0.035				
HCM Ctrl Dly (s/v)	8.5	0	-	-	7.3	-	-	10.6				
HCM Lane LOS	A	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑			↑
Traffic Vol, veh/h	6	32	105	6	32	48
Future Vol, veh/h	6	32	105	6	32	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	8	40	131	8	40	60
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	275	69	0	0	139	0
Stage 1	135	-	-	-	-	-
Stage 2	140	-	-	-	-	-
Critical Hdwy	6.69	6.99	-	-	4.19	-
Critical Hdwy Stg 1	5.89	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.557	3.357	-	-	2.257	-
Pot Cap-1 Maneuver	693	968	-	-	1417	-
Stage 1	867	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	673	968	-	-	1417	-
Mov Cap-2 Maneuver	673	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	850	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	9.2	0	3.05			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	905	720	-	
HCM Lane V/C Ratio	-	-	0.052	0.028	-	
HCM Ctrl Dly (s/v)	-	-	9.2	7.6	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

HCM 7th Signalized Intersection Summary
9: S Milpitas Dr & Montague Expy

1000 Gibraltar Dr - LTA
2040 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	423	1133	11	134	3688	482	16	100	194	207	83	647
Future Volume (veh/h)	423	1133	11	134	3688	482	16	100	194	207	83	647
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1914	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	445	1193	12	141	3882	507	17	105	204	218	87	681
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	475	3014	30	174	2364	606	432	490	437	358	903	403
Arrive On Green	0.14	0.46	0.46	0.05	0.37	0.37	0.13	0.28	0.28	0.11	0.26	0.26
Sat Flow, veh/h	3401	6513	65	3401	6332	1622	3401	1749	1560	3401	3497	1560
Grp Volume(v), veh/h	445	870	335	141	3882	507	17	105	204	218	87	681
Grp Sat Flow(s),veh/h/ln	1700	1583	1829	1700	1583	1622	1700	1749	1560	1700	1749	1560
Q Serve(g_s), s	29.8	27.7	27.7	9.4	85.9	65.5	1.0	10.6	24.9	14.1	4.4	59.4
Cycle Q Clear(g_c), s	29.8	27.7	27.7	9.4	85.9	65.5	1.0	10.6	24.9	14.1	4.4	59.4
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	475	2198	847	174	2364	606	432	490	437	358	903	403
V/C Ratio(X)	0.94	0.40	0.40	0.81	1.64	0.84	0.04	0.21	0.47	0.61	0.10	1.69
Avail Cap(c_a), veh/h	500	2198	847	355	2364	606	432	490	437	358	903	403
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)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	97.9	40.6	40.6	108.0	72.1	65.7	88.1	63.4	68.6	98.4	64.9	85.3
Incr Delay (d2), s/veh	21.4	0.4	1.1	8.8	291.0	13.0	0.2	1.0	3.6	7.5	0.2	321.2
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(95%),veh/ln	20.2	15.9	18.2	7.9	126.0	38.1	0.8	8.5	15.7	10.9	3.6	91.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	119.3	41.1	41.8	116.8	363.1	78.7	88.3	64.4	72.1	105.9	65.1	406.5
LnGrp LOS	F	D	D	F	F	E	F	E	E	F	E	F
Approach Vol, veh/h	1650			4530			326			986		
Approach Delay, s/veh	62.3			323.6			70.5			309.9		
Approach LOS	E			F			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	38.3	91.7	35.0	65.0	17.7	112.3	30.0	70.0				
Change Period (Y+Rc), s	6.2	5.8	5.8	5.6	6.0	5.8	5.8	5.6				
Max Green Setting (Gmax), s	33.8	84.2	29.2	54.4	24.0	94.2	24.2	64.4				
Max Q Clear Time (g_c+I1), s	31.8	87.9	3.0	61.4	11.4	29.7	16.1	26.9				
Green Ext Time (p_c), s	0.4	0.0	0.0	0.0	0.3	9.6	0.4	1.9				
Intersection Summary												
HCM 7th Control Delay, s/veh	253.2											
HCM 7th LOS	F											

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2040 Build AM

HCM 7th Signalized Intersection Summary
10: E Capitol Ave/Great Mall Pkwy & Montague Expy

1000 Gibraltar Dr - LTA
2040 Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑↑	↗	↔↔	↑↑↑↑	↗	↔↔	↑↑↑↑	↗	↔↔	↑↑↑↑	↗
Traffic Volume (veh/h)	224	1017	83	85	2651	1607	215	990	103	596	307	42
Future Volume (veh/h)	224	1017	83	85	2651	1607	215	990	103	596	307	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	233	1059	0	89	2761	1674	224	1031	0	621	320	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	266	3082		116	2800	690	250	1011		649	1596	
Arrive On Green	0.08	0.49	0.00	0.03	0.44	0.44	0.07	0.20	0.00	0.19	0.32	0.00
Sat Flow, veh/h	3401	6332	1560	3401	6332	1560	3401	5025	1560	3401	5025	1560
Grp Volume(v), veh/h	233	1059	0	89	2761	1674	224	1031	0	621	320	0
Grp Sat Flow(s), veh/h/ln	1700	1583	1560	1700	1583	1560	1700	1675	1560	1700	1675	1560
Q Serve(g_s), s	18.3	27.8	0.0	7.0	116.4	119.4	17.6	54.3	0.0	48.8	12.5	0.0
Cycle Q Clear(g_c), s	18.3	27.8	0.0	7.0	116.4	119.4	17.6	54.3	0.0	48.8	12.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	266	3082		116	2800	690	250	1011		649	1596	
V/C Ratio(X)	0.88	0.34		0.77	0.99	2.43	0.89	1.02		0.96	0.20	
Avail Cap(c_a), veh/h	684	3082		307	2800	690	293	1011		674	1596	
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)	0.89	0.89	0.00	0.09	0.09	0.09	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.2	42.7	0.0	129.4	74.5	75.3	124.0	107.8	0.0	108.1	67.2	0.0
Incr Delay (d2), s/veh	8.1	0.3	0.0	1.0	2.8	642.4	25.1	33.5	0.0	24.1	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(95%),veh	18.0	16.3	0.0	4.0	50.8	260.1	13.7	35.9	0.0	32.0	9.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	131.3	43.0	0.0	130.4	77.3	717.7	149.1	141.3	0.0	132.3	67.2	0.0
LnGrp LOS	F	D		F	E	F	F	F		F	E	
Approach Vol, veh/h	1292			4524			1255			941		
Approach Delay, s/veh	58.9			315.3			142.7			110.1		
Approach LOS	E			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.8	125.2	58.0	60.0	14.8	137.2	26.6	91.4				
Change Period (Y+Rc), s	5.7	5.8	6.5	5.7	5.6	5.8	6.7	5.7				
Max Green Setting (Gmax), s	54.3	84.2	53.5	54.3	24.4	114.2	23.3	84.3				
Max Q Clear Time (g_c+Q), s	121.4	121.4	50.8	56.3	9.0	29.8	19.6	14.5				
Green Ext Time (p_c), s	0.8	0.0	0.7	0.0	0.2	8.7	0.2	2.2				

Intersection Summary

HCM 7th Control Delay, s/veh 222.8
HCM 7th LOS F

Notes

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

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2040 Build AM

HCM 7th Signalized Intersection Summary
11: Trade Zone Blvd/McCandless Dr & Montague Expy

1000 Gibraltar Dr - LTA
2040 Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↰↰	↰	↰	↰↰↰	↰	↰↰	↰	↰	↰	↰	↰
Traffic Volume (veh/h)	70	1012	869	112	2533	158	1255	96	154	69	100	420
Future Volume (veh/h)	70	1012	869	112	2533	158	1255	96	154	69	100	420
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	72	1043	896	115	2611	0	1365	0	0	71	103	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	92	2975	924	140	3101		770	0		243	133	
Arrive On Green	0.05	0.59	0.59	0.08	0.62	0.00	0.10	0.00	0.00	0.05	0.07	0.00
Sat Flow, veh/h	1753	5025	1560	1753	5025	1560	5259	0	1560	1753	1841	1560
Grp Volume(v), veh/h	72	1043	896	115	2611	0	1365	0	0	71	103	0
Grp Sat Flow(s), veh/h/ln	1753	1675	1560	1753	1675	1560	1753	0	1560	1753	1841	1560
Q Serve(g_s), s	5.7	15.0	77.1	9.0	58.0	0.0	14.6	0.0	0.0	5.2	7.7	0.0
Cycle Q Clear(g_c), s	5.7	15.0	77.1	9.0	58.0	0.0	14.6	0.0	0.0	5.2	7.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	92	2975	924	140	3101		770	0		243	133	
V/C Ratio(X)	0.78	0.35	0.97	0.82	0.84		1.77	0.00		0.29	0.77	
Avail Cap(c_a), veh/h	377	2975	924	381	3101		770	0		337	390	
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)	0.72	0.72	0.72	0.09	0.09	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	65.5	14.7	27.4	63.4	21.4	0.0	56.0	0.0	0.0	55.9	63.8	0.0
Incr Delay (d2), s/veh	9.9	0.2	18.9	1.1	0.3	0.0	353.4	0.0	0.0	0.7	9.1	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(95%),veh/ln	6.0	8.7	40.6	5.0	22.8	0.0	42.7	0.0	0.0	4.3	7.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.5	14.9	46.3	64.6	21.6	0.0	409.5	0.0	0.0	56.6	72.8	0.0
LnGrp LOS	E	B	D	E	C		F			E	E	
Approach Vol, veh/h	2011			2726			1365			174		
Approach Delay, s/veh	31.1			23.4			409.5			66.2		
Approach LOS	C			C			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	92.2	12.5	23.0	15.8	88.7	20.0	15.6				
Change Period (Y+Rc), s	4.9	5.8	5.3	5.4	4.6	5.8	5.4	* 5.4				
Max Green Setting (Gmax), s	44.2	44.2	14.7	29.6	30.4	44.2	14.6	* 30				
Max Q Clear Time (g_c+I1), s	60.0	60.0	7.2	0.0	11.0	79.1	16.6	9.7				
Green Ext Time (p_c), s	0.1	0.0	0.1	0.0	0.2	0.0	0.0	0.5				

Intersection Summary

HCM 7th Control Delay, s/veh 111.0
HCM 7th LOS F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2040 Build AM

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

HCM 7th Signalized Intersection Summary
12: Oakland Rd/S Main St & Montague Expy

1000 Gibraltar Dr - LTA
2040 Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↰↱↱	↱	↰↱	↰↱↱	↱	↰↱	↰↱	↰↱	↰↱	↰↱	↱
Traffic Volume (veh/h)	225	1490	414	259	3740	141	728	250	263	214	291	663
Future Volume (veh/h)	225	1490	414	259	3740	141	728	250	263	214	291	663
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	239	1585	0	276	3979	0	774	266	0	228	310	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	283	2543		318	2605		433	709		272	547	
Arrive On Green	0.08	0.50	0.00	0.09	0.51	0.00	0.13	0.20	0.00	0.08	0.16	0.00
Sat Flow, veh/h	3428	5066	1572	3428	5066	1572	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	239	1585	0	276	3979	0	774	266	0	228	310	0
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1714	1689	1572	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	13.1	43.1	0.0	15.1	97.7	0.0	24.0	12.4	0.0	12.5	15.5	0.0
Cycle Q Clear(g_c), s	13.1	43.1	0.0	15.1	97.7	0.0	24.0	12.4	0.0	12.5	15.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	283	2543		318	2605		433	709		272	547	
V/C Ratio(X)	0.84	0.62		0.87	1.53		1.79	0.38		0.84	0.57	
Avail Cap(c_a), veh/h	530	2543		433	2605		433	709		520	547	
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	0.00	0.09	0.09	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	85.9	34.3	0.0	85.1	46.1	0.0	83.0	65.6	0.0	86.3	74.3	0.0
Incr Delay (d2), s/veh	6.8	1.2	0.0	1.4	237.6	0.0	363.5	1.5	0.0	6.8	4.2	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(95%),veh/ln	10.1	24.6	0.0	8.0	135.8	0.0	50.7	9.7	0.0	9.8	11.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.7	35.4	0.0	86.5	283.7	0.0	446.5	67.1	0.0	93.0	78.5	0.0
LnGrp LOS	F	D		F	F		F	E		F	E	
Approach Vol, veh/h	1824		4255			1040			538			
Approach Delay, s/veh	42.9		270.9			349.4			84.7			
Approach LOS	D		F			F			F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	113.3	103.5	21.3	43.9	23.6	101.2	30.0	35.2				
Change Period (Y+Rc), s	5.6	5.8	6.2	5.7	6.0	5.8	6.0	* 5.7				
Max Green Setting (Gmax), s	29.4	84.2	28.8	24.3	24.0	89.2	24.0	* 30				
Max Q Clear Time (g_c+tr), s	99.7	14.5	14.4	17.1	45.1	26.0	17.5					
Green Ext Time (p_c), s	0.6	0.0	0.6	1.1	0.5	15.4	0.0	1.4				

Intersection Summary

HCM 7th Control Delay, s/veh 214.2
HCM 7th LOS F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2040 Build AM

HCM 7th Signalized Intersection Summary
1: S Abel S/N Abel St & W Calaveras Blvd

1000 Gibraltar Dr - LTA
2040 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				
Traffic Volume (veh/h)	253	2302	32	357	1349	198	69	517	998	263	360	307
Future Volume (veh/h)	253	2302	32	357	1349	198	69	517	998	263	360	307
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	258	2349	0	364	1377	0	70	528	1018	268	367	313
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	291	1643		386	1893		90	785	350	169	942	420
Arrive On Green	0.16	0.32	0.00	0.21	0.37	0.00	0.05	0.22	0.22	0.09	0.26	0.26
Sat Flow, veh/h	1795	5147	1598	1795	5147	1598	1795	3582	1598	1795	3582	1598
Grp Volume(v), veh/h	258	2349	0	364	1377	0	70	528	1018	268	367	313
Grp Sat Flow(s),veh/h/ln	1795	1716	1598	1795	1716	1598	1795	1791	1598	1795	1791	1598
Q Serve(g_s), s	16.9	38.3	0.0	24.0	27.7	0.0	4.6	16.2	26.3	11.3	10.1	21.5
Cycle Q Clear(g_c), s	16.9	38.3	0.0	24.0	27.7	0.0	4.6	16.2	26.3	11.3	10.1	21.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	1643		386	1893		90	785	350	169	942	420
V/C Ratio(X)	0.89	1.43		0.94	0.73		0.78	0.67	2.91	1.59	0.39	0.74
Avail Cap(c_a), veh/h	468	1643		386	1893		199	785	350	169	942	420
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.2	40.8	0.0	46.4	32.7	0.0	56.3	42.9	46.8	54.3	36.3	40.5
Incr Delay (d2), s/veh	11.6	197.1	0.0	31.5	2.5	0.0	13.1	2.3	866.1	289.6	0.3	7.1
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(95%),veh/ln	13.2	69.0	0.0	19.9	17.1	0.0	4.3	11.8	148.3	29.7	7.9	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.8	237.9	0.0	77.9	35.2	0.0	69.4	45.2	912.9	343.9	36.6	47.6
LnGrp LOS	E	F		E	D		E	D	F	F	D	D
Approach Vol, veh/h	2607			1741			1616			948		
Approach Delay, s/veh	220.4			44.1			592.9			127.1		
Approach LOS	F			D			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	43.0	10.7	36.3	24.2	48.8	16.0	31.0				
Change Period (Y+Rc), s	4.2	4.7	4.7	4.7	4.7	* 4.7	4.7	4.7				
Max Green Setting (Gmax), s	25.8	36.3	13.3	26.3	31.3	* 30	11.3	26.3				
Max Q Clear Time (g_c+I1), s	26.0	40.3	6.6	23.5	18.9	29.7	13.3	28.3				
Green Ext Time (p_c), s	0.0	0.0	0.1	1.0	0.6	0.5	0.0	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh 250.3
HCM 7th LOS F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

1000 Gibraltar Dr - LTA
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Synchro 12 Report
2040 Build PM

HCM 7th Signalized Intersection Summary
2: S Milpitas Blvd/N Milpitas Blvd & E Calaveras Blvd

1000 Gibraltar Dr - LTA
2040 Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↰↱↱	↱	↰↱	↰↱↱	↱	↰↱	↰↱	↱	↰↱	↰↱	↱
Traffic Volume (veh/h)	560	2022	941	187	1344	277	478	376	172	286	451	353
Future Volume (veh/h)	560	2022	941	187	1344	277	478	376	172	286	451	353
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	589	2128	0	197	1415	0	503	396	181	301	475	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	667	1655		229	1326		727	748	334	666	685	
Arrive On Green	0.19	0.32	0.00	0.13	0.26	0.00	0.21	0.21	0.21	0.19	0.19	0.00
Sat Flow, veh/h	3483	5147	1598	1795	5147	1598	3483	3582	1598	3483	3582	1598
Grp Volume(v), veh/h	589	2128	0	197	1415	0	503	396	181	301	475	0
Grp Sat Flow(s),veh/h/ln	1742	1716	1598	1795	1716	1598	1742	1791	1598	1742	1791	1598
Q Serve(g_s), s	18.8	36.7	0.0	12.3	29.4	0.0	15.2	11.2	11.5	8.7	14.1	0.0
Cycle Q Clear(g_c), s	18.8	36.7	0.0	12.3	29.4	0.0	15.2	11.2	11.5	8.7	14.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	667	1655		229	1326		727	748	334	666	685	
V/C Ratio(X)	0.88	1.29		0.86	1.07		0.69	0.53	0.54	0.45	0.69	
Avail Cap(c_a), veh/h	788	1655		328	1326		727	748	334	666	685	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.8	38.7	0.0	48.7	42.3	0.0	41.7	40.1	40.2	40.8	43.0	0.0
Incr Delay (d2), s/veh	10.3	133.2	0.0	14.8	44.8	0.0	5.3	2.7	6.2	2.2	5.7	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(95%),veh/ln	18.7	52.0	0.0	10.4	25.3	0.0	11.2	8.8	8.7	7.0	10.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.1	171.8	0.0	63.5	87.1	0.0	47.1	42.8	46.5	43.0	48.7	0.0
LnGrp LOS	E	F		E	F		D	D	D	D	D	
Approach Vol, veh/h	2717		1612			1080			776			
Approach Delay, s/veh	146.5		84.2			45.4			46.5			
Approach LOS	F		F			D			D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	48.7	41.3	28.0	26.0	26.0	34.0	26.0	28.0				
Change Period (Y+Rc), s	4.2	4.6	4.2	4.2	4.2	4.6	4.2	4.2				
Max Green Setting (Gmax), s	29.8	30.4	23.8	21.8	25.8	25.4	21.8	23.8				
Max Q Clear Time (g_c+M), s	4.3	38.7	17.2	16.1	20.8	31.4	10.7	13.5				
Green Ext Time (p_c), s	0.3	0.0	1.1	1.4	1.1	0.0	0.8	2.2				

Intersection Summary

HCM 7th Control Delay, s/veh 100.1
HCM 7th LOS F

Notes

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

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Synchro 12 Report
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HCM 7th Signalized Intersection Summary 3: S Milpitas Blvd & Yosemite Dr

1000 Gibraltar Dr - LTA
2040 Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	41	11	272	10	219	0	420	198	519	926	38
Future Volume (veh/h)	90	41	11	272	10	219	0	420	198	519	926	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	42	11	278	10	223	0	429	202	530	945	39
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	207	224	59	377	12	262	2	899	419	380	2207	91
Arrive On Green	0.06	0.16	0.16	0.07	0.17	0.17	0.00	0.38	0.38	0.21	0.63	0.63
Sat Flow, veh/h	1781	1429	374	1781	68	1527	1781	2353	1097	1781	3478	144
Grp Volume(v), veh/h	92	0	53	278	0	233	0	323	308	530	483	501
Grp Sat Flow(s),veh/h/ln	1781	0	1803	1781	0	1595	1781	1777	1673	1781	1777	1845
Q Serve(g_s), s	4.4	0.0	2.6	7.5	0.0	14.6	0.0	14.1	14.4	22.0	14.0	14.0
Cycle Q Clear(g_c), s	4.4	0.0	2.6	7.5	0.0	14.6	0.0	14.1	14.4	22.0	14.0	14.0
Prop In Lane	1.00		0.21	1.00		0.96	1.00		0.66	1.00		0.08
Lane Grp Cap(c), veh/h	207	0	282	377	0	274	2	679	639	380	1128	1171
V/C Ratio(X)	0.44	0.00	0.19	0.74	0.00	0.85	0.00	0.48	0.48	1.39	0.43	0.43
Avail Cap(c_a), veh/h	234	0	534	377	0	472	277	679	639	380	1128	1171
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	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	37.7	38.1	0.0	41.4	0.0	24.0	24.1	40.5	9.4	9.4
Incr Delay (d2), s/veh	1.5	0.0	0.3	7.4	0.0	7.3	0.0	2.4	2.6	192.3	1.2	1.1
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(95%),veh/ln	8.5	0.0	2.1	6.6	0.0	10.2	0.0	10.2	9.9	45.0	8.8	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.9	0.0	38.1	45.5	0.0	48.7	0.0	26.4	26.7	232.8	10.6	10.6
LnGrp LOS	D		D	D		D		C	C	F	B	B
Approach Vol, veh/h	145			511			631			1514		
Approach Delay, s/veh	36.7			47.0			26.5			88.4		
Approach LOS	D			D			C			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.0	44.4	12.0	20.6	0.0	70.4	10.5	22.2				
Change Period (Y+Rc), s	4.0	5.0	4.5	4.5	4.0	5.0	4.5	4.5				
Max Green Setting (Gmax), s	22.8	25.0	7.5	30.5	16.0	31.0	7.5	30.5				
Max Q Clear Time (g_c+Q), s	24.0	16.4	9.5	4.6	0.0	16.0	6.4	16.6				
Green Ext Time (p_c), s	0.0	2.4	0.0	0.2	0.0	5.3	0.0	1.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	64.2											
HCM 7th LOS	E											

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Synchro 12 Report
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HCM 7th Signalized Intersection Summary 4: S Milpitas Blvd & D1/Ames Ave

1000 Gibraltar Dr - LTA
2040 Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	0	0	0	109	0	34	0	570	34	34	1196	0
Future Volume (veh/h)	0	0	0	109	0	34	0	570	34	34	1196	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	112	0	35	0	588	35	35	1233	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	231	0	206	2	43	2	2365	141	58	2739	0
Arrive On Green	0.00	0.00	0.00	0.12	0.00	0.12	0.00	0.69	0.69	0.03	0.77	0.00
Sat Flow, veh/h	0	1870	0	1093	19	347	1781	3408	203	1781	3647	0
Grp Volume(v), veh/h	0	0	0	147	0	0	0	306	317	35	1233	0
Grp Sat Flow(s), veh/h/ln	0	1870	0	1459	0	0	1781	1777	1834	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	8.7	0.0	0.0	0.0	5.7	5.8	1.7	11.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	8.8	0.0	0.0	0.0	5.7	5.8	1.7	11.0	0.0
Prop In Lane	0.00		0.00	0.76		0.24	1.00		0.11	1.00		0.00
Lane Grp Cap(c), veh/h	0	231	0	251	0	0	2	1233	1273	58	2739	0
V/C Ratio(X)	0.00	0.00	0.00	0.59	0.00	0.00	0.00	0.25	0.25	0.61	0.45	0.00
Avail Cap(c_a), veh/h	0	333	0	483	0	0	317	1233	1273	317	2739	0
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)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	38.4	0.0	0.0	0.0	5.1	5.1	43.0	3.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.5	0.5	9.8	0.5	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(95%),veh/ln	0.0	0.0	0.0	5.8	0.0	0.0	0.0	3.2	3.3	1.6	4.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	40.6	0.0	0.0	0.0	5.6	5.6	52.8	4.2	0.0
LnGrp LOS				D				A	A	D	A	
Approach Vol, veh/h	0			147			623			1268		
Approach Delay, s/veh	0.0			40.6			5.6			5.5		
Approach LOS				D			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s6.9	67.5			15.6	0.0	74.4		15.6				
Change Period (Y+Rc), s 4.0	5.0			* 4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s 16.0	35.0			* 16	16.0	35.0		25.5				
Max Q Clear Time (g_c+I), s 7.8				0.0	0.0	13.0		10.8				
Green Ext Time (p_c), s 0.0	3.7			0.0	0.0	9.1		0.6				

Intersection Summary

HCM 7th Control Delay, s/veh 8.1
HCM 7th LOS A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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Synchro 12 Report
2040 Build PM

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑↑	↑↑	
Traffic Vol, veh/h	12	43	43	589	1300	12
Future Vol, veh/h	12	43	43	589	1300	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	45	45	614	1354	13
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1757	683	1367	0	-	0
Stage 1	1360	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	76	392	498	-	-	-
Stage 1	204	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	68	392	498	-	-	-
Mov Cap-2 Maneuver	149	-	-	-	-	-
Stage 1	181	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	20.54	2.02		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	245	-	289	-	-	
HCM Lane V/C Ratio	0.09	-	0.198	-	-	
HCM Ctrl Dly (s/v)	12.9	1.2	20.5	-	-	
HCM Lane LOS	B	A	C	-	-	
HCM 95th %tile Q(veh)	0.3	-	0.7	-	-	

HCM 7th Signalized Intersection Summary
6: S Milpitas Blvd & Gibraltar Dr/ABC Dwy

1000 Gibraltar Dr - LTA
2040 Build PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰		↱		↰		↰	↱		↰	↱	↱
Traffic Volume (veh/h)	10	0	196	24	0	13	55	607	24	1	1339	1
Future Volume (veh/h)	10	0	196	24	0	13	55	607	24	1	1339	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	0	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	11	0	206	25	0	14	58	639	25	1	1409	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	0	0	0	33	0	18	76	3044	119	2	1555	1318
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.03	0.04	0.87	0.87	0.00	0.82	0.82
Sat Flow, veh/h		0		1102	0	617	1795	3514	137	1795	1885	1598
Grp Volume(v), veh/h		0.0		39	0	0	58	325	339	1	1409	1
Grp Sat Flow(s), veh/h/ln				1719	0	0	1795	1791	1860	1795	1885	1598
Q Serve(g_s), s				3.1	0.0	0.0	4.3	4.0	4.0	0.1	70.5	0.0
Cycle Q Clear(g_c), s				3.1	0.0	0.0	4.3	4.0	4.0	0.1	70.5	0.0
Prop In Lane				0.64		0.36	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h				51	0	0	76	1551	1612	2	1555	1318
V/C Ratio(X)				0.76	0.00	0.00	0.76	0.21	0.21	0.51	0.91	0.00
Avail Cap(c_a), veh/h				348	0	0	363	1551	1612	363	1555	1318
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				65.5	0.0	0.0	64.4	1.5	1.5	67.9	8.3	2.1
Incr Delay (d2), s/veh				27.7	0.0	0.0	19.4	0.3	0.3	167.8	9.2	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
%ile BackOfQ(95%),veh/ln				3.1	0.0	0.0	4.3	1.5	1.5	0.2	30.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				93.2	0.0	0.0	83.8	1.8	1.8	235.6	17.5	2.1
LnGrp LOS				F			F	A	A	F	B	A
Approach Vol, veh/h					39			722			1411	
Approach Delay, s/veh					93.2			8.4			17.6	
Approach LOS					F			A			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	4.6	122.8		8.5	10.3	117.2						
Change Period (Y+Rc), s	4.5	5.0		4.5	4.5	5.0						
Max Green Setting (Gmax), s	27.5	35.0		27.5	27.5	35.0						
Max Q Clear Time (g_c+I1), s	2.1	6.0		5.1	6.3	72.5						
Green Ext Time (p_c), s	0.0	10.3		0.2	0.2	0.0						
Intersection Summary												
HCM 7th Control Delay, s/veh				15.9								
HCM 7th LOS				B								

1000 Gibraltar Dr - LTA
NV5

Synchro 12 Report
2040 Build PM

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	147	0	3	30	18	0	0	17	18	0	0
Future Vol, veh/h	0	147	0	3	30	18	0	0	17	18	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	186	0	4	38	23	0	0	22	23	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	61	0	0	186	0	0	232	254	186	243	243	49
Stage 1	-	-	-	-	-	-	186	186	-	57	57	-
Stage 2	-	-	-	-	-	-	46	68	-	186	186	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1543	-	-	1388	-	-	723	649	856	711	659	1019
Stage 1	-	-	-	-	-	-	816	746	-	955	847	-
Stage 2	-	-	-	-	-	-	968	838	-	816	746	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1543	-	-	1388	-	-	721	647	856	691	657	1019
Mov Cap-2 Maneuver	-	-	-	-	-	-	721	647	-	691	657	-
Stage 1	-	-	-	-	-	-	816	746	-	952	845	-
Stage 2	-	-	-	-	-	-	966	836	-	795	746	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.45			9.31			10.39		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	856	1543	-	-	1388	-	-	691				
HCM Lane V/C Ratio	0.025	-	-	-	0.003	-	-	0.033				
HCM Ctrl Dly (s/v)	9.3	0	-	-	7.6	-	-	10.4				
HCM Lane LOS	A	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Intersection

Int Delay, s/veh 2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑			↑
Traffic Vol, veh/h	7	31	52	6	31	89
Future Vol, veh/h	7	31	52	6	31	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	52	87	10	52	148

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	343	48	0
Stage 1	92	-	-
Stage 2	252	-	-
Critical Hdwy	6.63	6.93	-
Critical Hdwy Stg 1	5.83	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.519	3.319	-
Pot Cap-1 Maneuver	640	1010	-
Stage 1	922	-	-
Stage 2	789	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	616	1010	-
Mov Cap-2 Maneuver	616	-	-
Stage 1	922	-	-
Stage 2	760	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.28	0	1.94
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	904	465
HCM Lane V/C Ratio	-	-	0.07	0.035
HCM Ctrl Dly (s/v)	-	-	9.3	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

HCM 7th Signalized Intersection Summary
9: S Milpitas Dr & Montague Expy

1000 Gibraltar Dr - LTA
2040 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	🚗🚗	🚗🚗🚗		🚗🚗	🚗🚗🚗	🚗	🚗🚗	🚗🚗		🚗🚗	🚗🚗	🚗
Traffic Volume (veh/h)	587	2680	45	132	1601	222	27	116	202	547	243	769
Future Volume (veh/h)	587	2680	45	132	1601	222	27	116	202	547	243	769
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1945	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	599	2735	46	135	1634	227	28	118	206	558	248	785
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	508	3055	51	168	2355	603	439	498	444	364	918	409
Arrive On Green	0.15	0.47	0.47	0.05	0.37	0.37	0.13	0.28	0.28	0.11	0.26	0.26
Sat Flow, veh/h	3456	6566	110	3456	6434	1648	3456	1777	1585	3456	3554	1585
Grp Volume(v), veh/h	599	2009	772	135	1634	227	28	118	206	558	248	785
Grp Sat Flow(s), veh/h/ln	1728	1609	1851	1728	1609	1648	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	33.8	87.7	88.0	8.9	49.6	23.3	1.6	11.8	24.7	24.2	12.8	59.4
Cycle Q Clear(g_c), s	33.8	87.7	88.0	8.9	49.6	23.3	1.6	11.8	24.7	24.2	12.8	59.4
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	508	2245	861	168	2355	603	439	498	444	364	918	409
V/C Ratio(X)	1.18	0.89	0.90	0.80	0.69	0.38	0.06	0.24	0.46	1.53	0.27	1.92
Avail Cap(c_a), veh/h	508	2245	861	361	2355	603	439	498	444	364	918	409
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)	0.17	0.17	0.17	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	98.1	56.3	56.4	108.3	61.9	53.6	88.4	63.9	68.5	102.9	68.0	85.3
Incr Delay (d2), s/veh	84.6	1.1	2.9	8.6	1.7	1.8	0.3	1.1	3.5	254.0	0.7	421.9
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(95%),veh/ln	26.5	39.4	45.5	7.6	27.9	15.3	1.4	9.4	15.8	36.8	10.0	112.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	182.7	57.5	59.3	116.9	63.7	55.4	88.6	65.0	72.0	356.9	68.7	507.2
LnGrp LOS	F	E	E	F	E	E	F	E	E	F	E	F
Approach Vol, veh/h		3380			1996			352			1591	
Approach Delay, s/veh		80.1			66.3			71.0			386.2	
Approach LOS		F			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.0	90.0	35.0	65.0	17.2	112.8	30.0	70.0				
Change Period (Y+Rc), s	6.2	5.8	5.8	5.6	6.0	5.8	5.8	5.6				
Max Green Setting (Gmax), s	33.8	84.2	29.2	54.4	24.0	94.2	24.2	64.4				
Max Q Clear Time (g_c+I1), s	35.8	51.6	3.6	61.4	10.9	90.0	26.2	26.7				
Green Ext Time (p_c), s	0.0	15.8	0.0	0.0	0.3	3.9	0.0	2.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			142.4									
HCM 7th LOS			F									

1000 Gibraltar Dr - LTA
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Synchro 12 Report
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HCM 7th Signalized Intersection Summary
10: E Capitol Ave/Great Mall Pkwy & Montague Expy

1000 Gibraltar Dr - LTA
2040 Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑↑	↖	↖↗	↑↑↑↑	↖	↖↗	↑↑↑↑	↖	↖↗	↑↑↑↑	↖
Traffic Volume (veh/h)	294	2409	352	203	1461	551	198	427	121	867	1742	82
Future Volume (veh/h)	294	2409	352	203	1461	551	198	427	121	867	1742	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	300	2458	0	207	1491	562	202	436	0	885	1778	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	2993		235	2804	691	230	926		685	1594	
Arrive On Green	0.10	0.47	0.00	0.07	0.44	0.44	0.07	0.18	0.00	0.20	0.31	0.00
Sat Flow, veh/h	3456	6434	1585	3456	6434	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	300	2458	0	207	1491	562	202	436	0	885	1778	0
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1728	1609	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	23.2	89.3	0.0	16.0	45.9	83.7	15.6	20.6	0.0	53.5	84.3	0.0
Cycle Q Clear(g_c), s	23.2	89.3	0.0	16.0	45.9	83.7	15.6	20.6	0.0	53.5	84.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	335	2993		235	2804	691	230	926		685	1594	
V/C Ratio(X)	0.90	0.82		0.88	0.53	0.81	0.88	0.47		1.29	1.12	
Avail Cap(c_a), veh/h	695	2993		312	2804	691	298	1027		685	1594	
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)	0.09	0.09	0.00	0.44	0.44	0.44	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	120.6	62.5	0.0	124.7	55.9	66.6	125.0	98.9	0.0	108.2	92.8	0.0
Incr Delay (d2), s/veh	0.9	0.2	0.0	9.9	0.3	4.7	20.5	0.4	0.0	142.3	61.1	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(95%),veh/ln	12.2	39.4	0.0	10.6	23.6	41.3	12.4	14.2	0.0	54.5	61.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	121.4	62.7	0.0	134.6	56.2	71.3	145.5	99.3	0.0	250.6	154.0	0.0
LnGrp LOS	F	E		F	E	E	F	F		F	F	
Approach Vol, veh/h	2758		2260				638			2663		
Approach Delay, s/veh	69.1		67.2				113.9			186.1		
Approach LOS	E		E				F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.9	123.5	60.0	54.6	24.0	131.4	24.6	90.0				
Change Period (Y+Rc), s	5.7	5.8	6.5	5.7	5.6	5.8	6.7	5.7				
Max Green Setting (Gmax), s	54.3	84.2	53.5	54.3	24.4	114.2	23.3	84.3				
Max Q Clear Time (g_c+QY), s	85.7	85.7	55.5	22.6	18.0	91.3	17.6	86.3				
Green Ext Time (p_c), s	1.0	0.0	0.0	2.9	0.3	18.5	0.3	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh 109.5
HCM 7th LOS F

Notes

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

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NV5

Synchro 12 Report
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HCM 7th Signalized Intersection Summary
11: Trade Zone Blvd/McCandless Dr & Montague Expy

1000 Gibraltar Dr - LTA
2040 Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (veh/h)	147	2919	1624	319	1372	64	836	81	290	68	189	211
Future Volume (veh/h)	147	2919	1624	319	1372	64	836	81	290	68	189	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	2979	1657	326	1400	0	739	243	0	69	193	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	2177	676	350	2663		523	333		200	227	
Arrive On Green	0.10	0.43	0.43	0.20	0.52	0.00	0.10	0.18	0.00	0.05	0.12	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	3563	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	150	2979	1657	326	1400	0	739	243	0	69	193	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	11.6	59.7	59.7	25.2	25.3	0.0	14.6	17.2	0.0	4.7	14.2	0.0
Cycle Q Clear(g_c), s	11.6	59.7	59.7	25.2	25.3	0.0	14.6	17.2	0.0	4.7	14.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	177	2177	676	350	2663		523	333		200	227	
V/C Ratio(X)	0.85	1.37	2.45	0.93	0.53		1.41	0.73		0.34	0.85	
Avail Cap(c_a), veh/h	383	2177	676	387	2663		523	395		302	397	
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)	0.09	0.09	0.09	0.79	0.79	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	62.0	40.2	40.2	55.3	22.1	0.0	51.2	54.3	0.0	50.5	60.2	0.0
Incr Delay (d2), s/veh	1.1	166.1	653.9	23.5	0.6	0.0	197.1	5.5	0.0	1.0	8.6	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(95%),veh/ln	6.3	76.2	222.1	18.6	14.4	0.0	26.1	13.4	0.0	3.9	11.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.1	206.3	694.1	78.9	22.7	0.0	248.2	59.8	0.0	51.5	68.8	0.0
LnGrp LOS	E	F	F	E	C		F	E		D	E	
Approach Vol, veh/h	4786			1726			982			262		
Approach Delay, s/veh	370.7			33.3			201.6			64.3		
Approach LOS	F			C			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.8	78.8	12.1	30.4	32.1	65.5	20.0	22.4				
Change Period (Y+Rc), s	4.9	5.8	5.3	5.4	4.6	5.8	5.4	* 5.4				
Max Green Setting (Gmax), s	30.0	44.2	14.7	29.6	30.4	44.2	14.6	* 30				
Max Q Clear Time (g_c+H), s	27.3	27.3	6.7	19.2	27.2	61.7	16.6	16.2				
Green Ext Time (p_c), s	0.3	8.6	0.1	0.9	0.3	0.0	0.0	0.9				

Intersection Summary

HCM 7th Control Delay, s/veh 263.9
HCM 7th LOS F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

1000 Gibraltar Dr - LTA
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Synchro 12 Report
2040 Build PM

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

HCM 7th Signalized Intersection Summary
12: Oakland Rd/S Main St & Montague Expy

1000 Gibraltar Dr - LTA
2040 Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔↔	↔	↔↔	↔↔↔	↔	↔↔	↔↔	↔	↔↔	↔↔	↔
Traffic Volume (veh/h)	326	3562	270	252	1895	203	431	380	497	363	507	297
Future Volume (veh/h)	326	3562	270	252	1895	203	431	380	497	363	507	297
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	329	3598	0	255	1914	0	435	384	0	367	512	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	2597		297	2494		437	573		412	552	
Arrive On Green	0.11	0.51	0.00	0.09	0.49	0.00	0.13	0.16	0.00	0.12	0.16	0.00
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	329	3598	0	255	1914	0	435	384	0	367	512	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	17.8	96.7	0.0	13.8	58.3	0.0	23.9	19.3	0.0	19.9	27.0	0.0
Cycle Q Clear(g_c), s	17.8	96.7	0.0	13.8	58.3	0.0	23.9	19.3	0.0	19.9	27.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	375	2597		297	2494		437	573		412	552	
V/C Ratio(X)	0.88	1.39		0.86	0.77		1.00	0.67		0.89	0.93	
Avail Cap(c_a), veh/h	535	2597		437	2494		437	573		524	552	
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	0.00	0.71	0.71	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	83.5	46.7	0.0	85.7	39.8	0.0	83.0	74.9	0.0	82.5	79.2	0.0
Incr Delay (d2), s/veh	11.4	175.8	0.0	8.0	1.7	0.0	42.1	6.1	0.0	14.6	24.1	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(95%),veh/ln	118.3	120.2	0.0	10.0	31.1	0.0	19.2	14.4	0.0	14.9	20.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	94.8	222.5	0.0	93.7	41.4	0.0	125.1	81.0	0.0	97.1	103.3	0.0
LnGrp LOS	F	F		F	D		F	F		F	F	
Approach Vol, veh/h	3927			2169			819			879		
Approach Delay, s/veh	211.8			47.6			104.4			100.7		
Approach LOS	F			D			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.2	98.6	28.8	36.4	22.3	102.5	30.0	35.2				
Change Period (Y+Rc), s	5.6	5.8	6.2	5.7	6.0	5.8	6.0	* 5.7				
Max Green Setting (Gmax), s	29.4	84.2	28.8	24.3	24.0	89.2	24.0	* 30				
Max Q Clear Time (g_c+tr), s	19.8	60.3	21.9	21.3	15.8	98.7	25.9	29.0				
Green Ext Time (p_c), s	0.8	14.9	0.8	0.7	0.5	0.0	0.0	0.2				

Intersection Summary

HCM 7th Control Delay, s/veh 142.3
HCM 7th LOS F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

1000 Gibraltar Dr - LTA
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Synchro 12 Report
2040 Build PM

Appendix E Scoping Memo

TRAFFIC SCOPING DOCUMENT

To: Jessica Dai, P.E. (jdai@milpitas.gov)
Michael Fossati, AICP (mfossati@milpitas.gov)

From: Israa Khan, EIT (Israa.Khan@NV5.com)
Amanda Herrera, P.E. (Amanda.Herrera@NV5.com)
Bethany Judd, P. Eng (Bethany.Judd@NV5.com)

Date: May 23, 2025

Re: Memorandum of Traffic Scoping – 1000 Gibraltar Drive, City of Milpitas

This memorandum conveys current information related to the Traffic Scoping (TS) for a proposed delivery facility development in Milpitas, CA. It outlines the study area, study intersections, the trip generation, background growth, and trip distribution for the proposed development.

Site Description

The Local Transportation Analysis (LTA) will comply with all the requirements of the City of Milpitas and Santa Clara Valley Transportation Authority, considering the proposed development's proximity to the roadway network. The proposed development is located along Gibraltar Drive, adjacent to the intersection of S Milpitas Boulevard and Gibraltar Drive. The project will include 487,564 SF of warehousing facility. The project is expected to be completed by 2026 with a Horizon Year of 2040.

Site Trip Generation

The proposed site is anticipated to generate 3,812 daily, 260 AM and 245 PM Peak Hour trips during the typical commuter peak hours (7:00 – 9:00 a.m. and 4:00 – 6:00 p.m.) as shown in the table below. We recommend assessing the transportation network, capacity, and access driveways using the user data to best serve the community and potential user. A detailed trip schedule can be found in Appendix A.

Land Use	Source	Intensity	Daily	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Delivery Facility	User Data ¹	487,564 SF	3,812	131	129	260	122	123	245

¹Delivery Facility - Proposed Traffic Schedule

Figure 1. Site Plan



Study Intersections

The following intersections are proposed for analysis and existing data collection. An intersection map can be found below in Figure 2. Please note that Congestion Management Program (CMP) intersections are only included in the study area to replicate realistic traffic flow patterns to the development area. No mitigations, if any, will be applied to these intersections.

1. Abel St & E Calaveras Blvd (CMP Intersection)
2. Milpitas Blvd & E Calaveras Blvd (CMP Intersection)
3. S Milpitas Blvd & Yosemite Dr
4. S Milpitas Blvd & Ames Ave/Project Dwy 1
5. S Milpitas Blvd & Project Dwy 2
6. S Milpitas Blvd & Gibraltar Dr
7. Gibraltar Dr & Project Dwy 3
8. Gibraltar Dr & Project Dwy 4
9. S Milpitas Dr & Montague Expy (CMP Intersection)
10. Great Mall Pkwy/E Capitol Ave & Montague Expy (CMP Intersection)
11. McCandless Dr/Trade Zone Blvd & Montague Expy (CMP Intersection)
12. S Main St/Oakland Rd & Montague Expy (CMP Intersection)

Data Collection

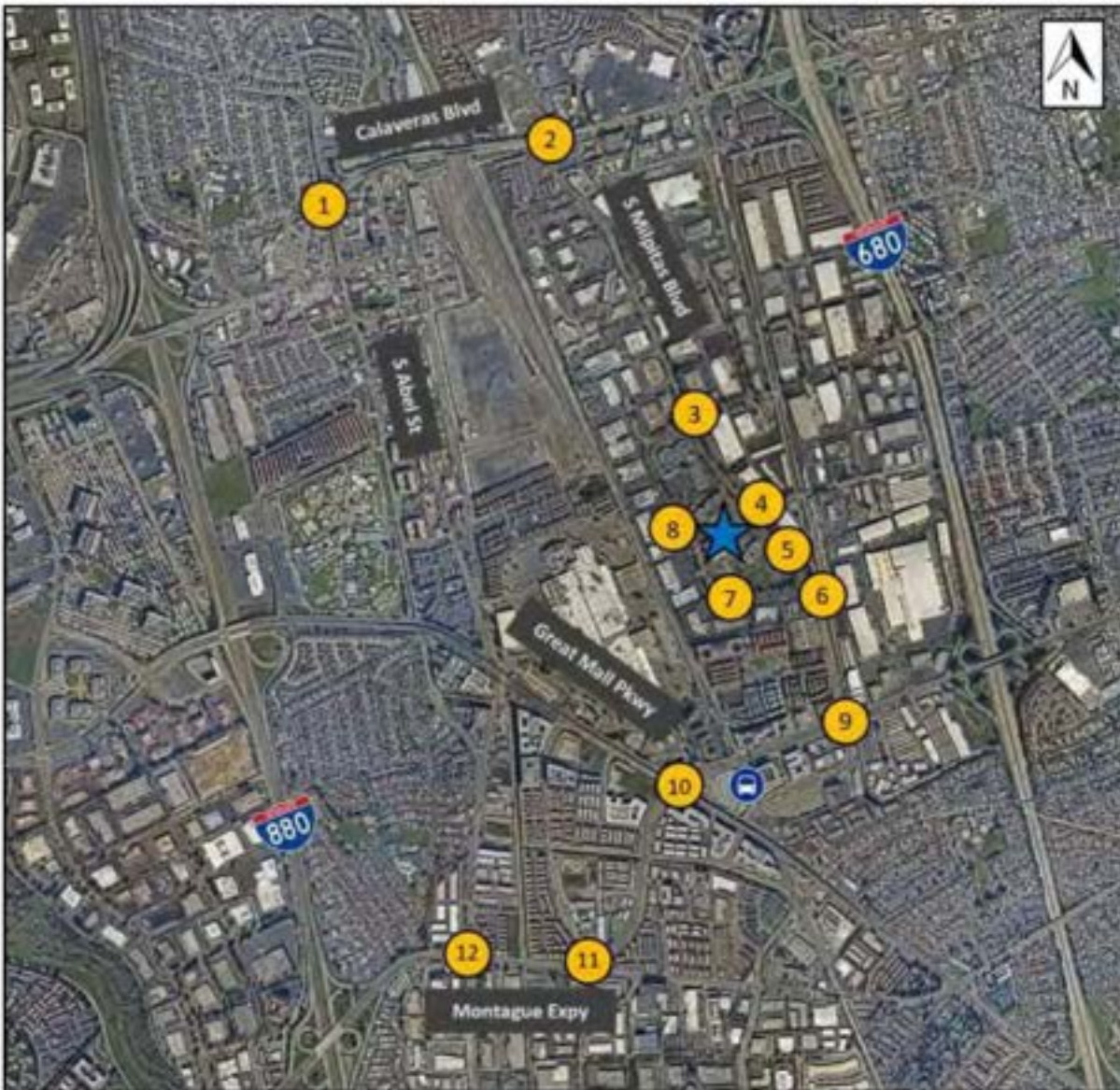
Existing data collection is proposed for the following:

New AM (7-9am) and PM (4-6pm) turning movement counts (TMCs) shall be conducted on Tuesday, Wednesday, or Thursday while schools are in session at the following locations:

1. Abel St & E Calaveras Blvd (CMP Intersection)
2. Milpitas Blvd & E Calaveras Blvd (CMP Intersection)
3. S Milpitas Blvd & Yosemite Dr
4. S Milpitas Blvd & Ames Ave/Project Dwy 1
5. S Milpitas Blvd & Project Dwy 2
6. S Milpitas Blvd & Gibraltar Dr
7. Gibraltar Dr & Project Dwy 3
8. Gibraltar Dr & Project Dwy 4
9. S Milpitas Dr & Montague Expy (CMP Intersection)
10. Great Mall Pkwy/E Capitol Ave & Montague Expy (CMP Intersection)
11. McCandless Dr/Trade Zone Blvd & Montague Expy (CMP Intersection)
12. S Main St/Oakland Rd & Montague Expy (CMP Intersection)

The TMC's shall include classification of vehicles as well as pedestrian/bicycle volumes.

Figure 2. Study Intersections Map



Trip Distribution

The new distribution center will receive merchandise from the regional fulfillment and sort centers located in Oakland and Tracy and deliver it to local customers of the Milpitas metropolitan area. NV5 developed a directional distribution plan to allocate site traffic to the local roadway network. Trip distribution for the 1000 Gibraltar Drive site varies by vehicle type, with cars and trucks following distinct patterns based on the on the proposed trip schedule and routes designated specific to this location. Figure 3a and 3b illustrate the general distribution patterns for both modes of travel.

The general distribution percentages were developed using the previously approved 1000 Gibraltar Industrial Project Draft LTA (2020) distribution and revised to include the possible delivery locations and specific use of each site driveway. Per Figure 1, delivery trucks are only able to enter the site through Intersection 4 (Project Dwy 1) and exit from Intersection 8 (Project Dwy 4). Based on the driveway configuration, 100% of truck traffic is expected to use S Milpitas Blvd for site entry and exit. Overall, 50% of truck traffic is anticipated to travel to and from the site from the south via I-680, 20% to the north via S Milpitas Blvd and Calaveras Blvd, and 30% to the west via Montague Expy towards I-880. A detailed trip distribution map and expected peak hour truck volumes can be found in Appendix B.

Cars are expected to enter and exit the facility via Intersection 5 (Project Dwy 2), Intersection 7 (Project Dwy 3), and Intersection 8 (Project Dwy 4). Overall, 30% of cars are anticipated to travel to and from the site from the south along S Milpitas Blvd towards I-680, 30% to the north via S Milpitas Blvd and Calaveras Blvd, and 40% to the west via Montague Expy towards I-880. A detailed trip distribution map and expected peak hour truck volumes can be found in Appendix C.

Figure 3a. Trip Distribution Map – Cars

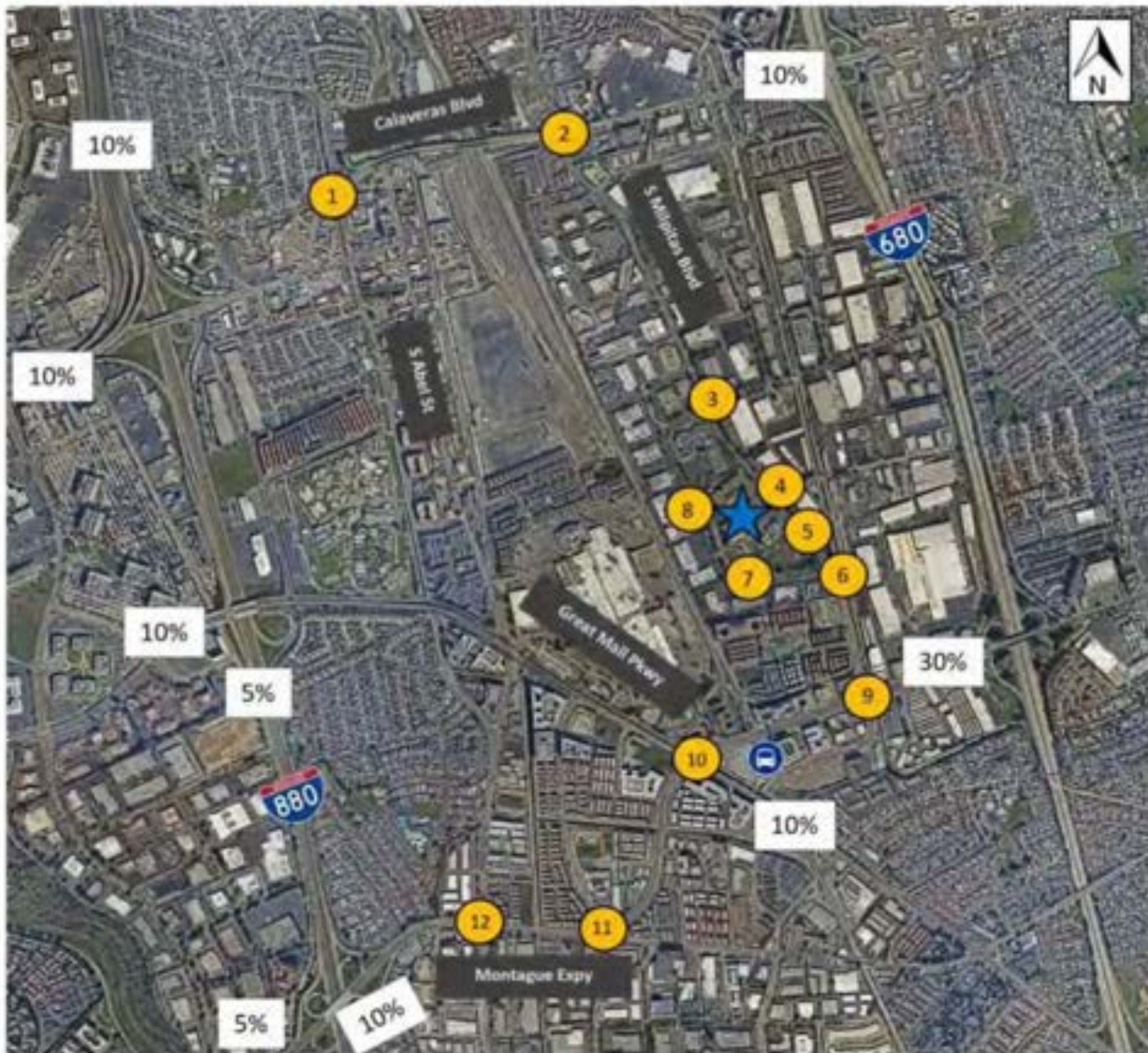
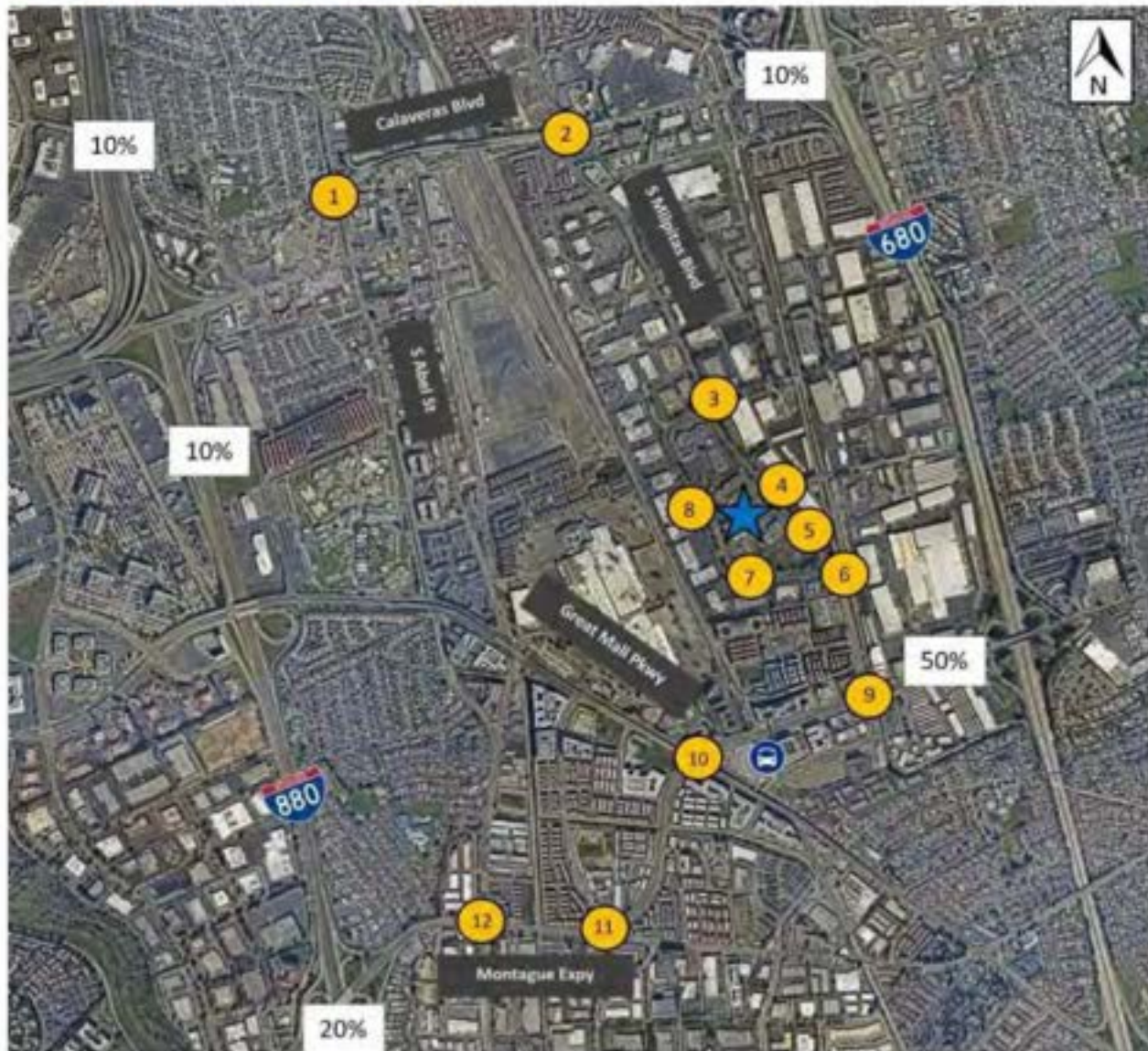


Figure 4b. Trip Distribution Map – Trucks



Intersection Capacity Analysis

The analysis will be conducted using Synchro® 12 and time of day signal plans provided by the City on March 14, 2025. Per the City's direction, the 2040 future volumes will be utilized from the previously completed LTA (2020) for this site. This scope assumes that the LTA will not require the use of the VTA Travel Demand Model.

The following scenarios will be studied:

1. 2025 Existing Conditions
2. 2026 No-Build Conditions
3. 2026 Build Conditions
4. 2040 Future No-Build Conditions
5. 2040 Future Build Conditions
6. 2040 Future Build Conditions with Mitigations

Previous Developments in the Project Vicinity

1. Piper Drive Apartments
2. Centre Point Residential Apartments

Local Transportation Analysis

NV5 will conduct a Local Transportation Analysis (LTA) in accordance with the City's requirements. This LTA is intended to replace the previously approved *Appendix G Traffic Data: Local Transportation Analysis Report* (2020). The LTA will assess the potential impacts of the proposed project on the key intersections in the project vicinity during the typical weekday AM (7-9 AM) and PM (4-6 PM) commute periods. This study will include performance measures such as intersection delay, Level of Service (LOS) and queuing, and provide a high-level evaluation of impacts to transit, bike, and pedestrian circulations.

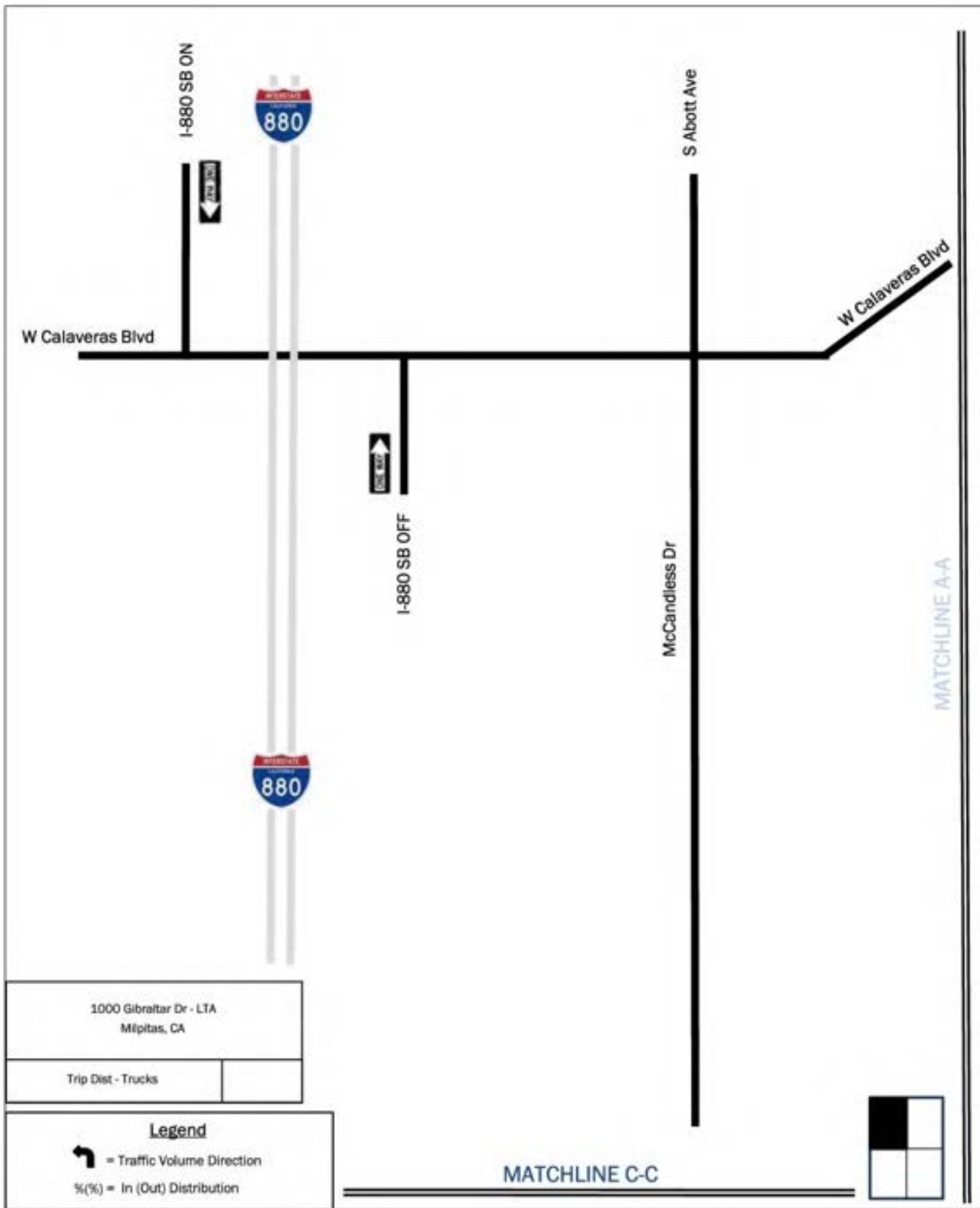
VMT Study

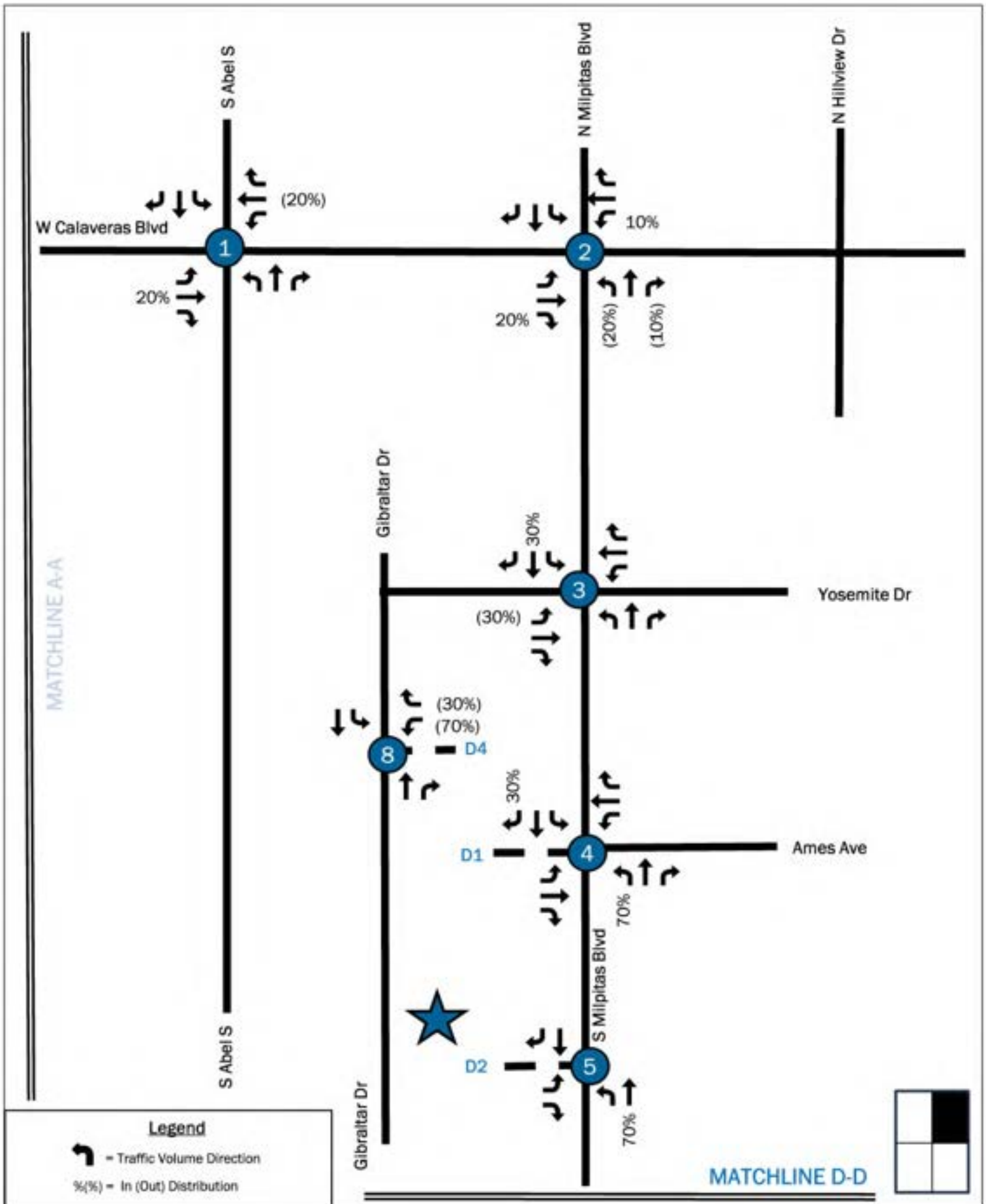
An Environmental Impact Report (EIR) was previously certified for the project site in March 2021 for a similar use—warehouse distribution. Although the proposed project is comparable in size and use, it differs slightly in operational characteristics. As such, the new VMT study is intended to replace the previous *IV Environmental Impact Analysis – E. Transportation* section. A detailed assessment of the project's Vehicle Miles Traveled (VMT) will be conducted using the Santa Clara County (SCC) VMT Evaluation Tool. The updated analysis will not require the use of VTA demand modeling. The VMT report will address the California Environmental Quality Act (CEQA) Guidelines, Appendix G, Section XVII – Transportation, items (a), (b), (c), and (d).

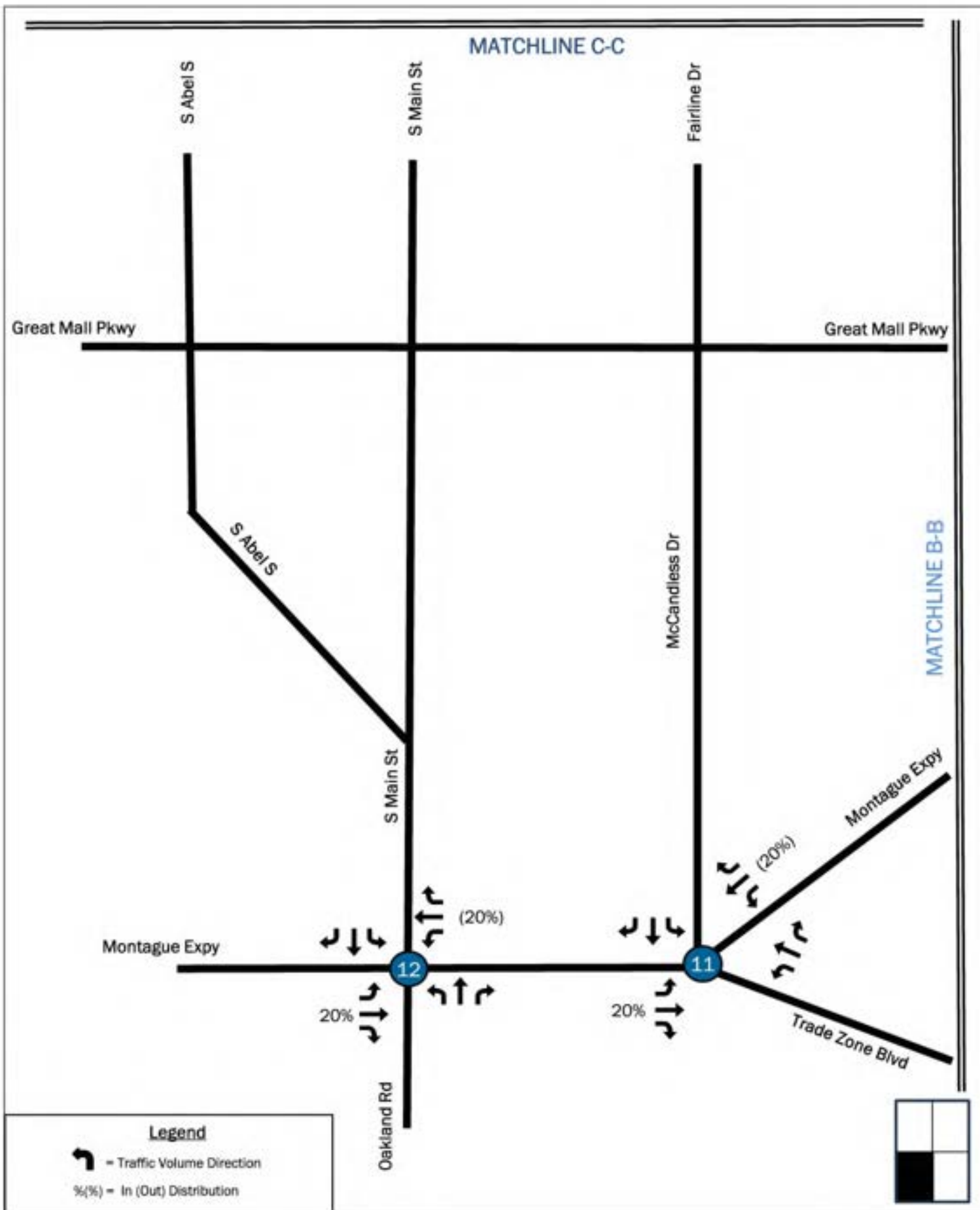
Appendix A – Trip Schedule

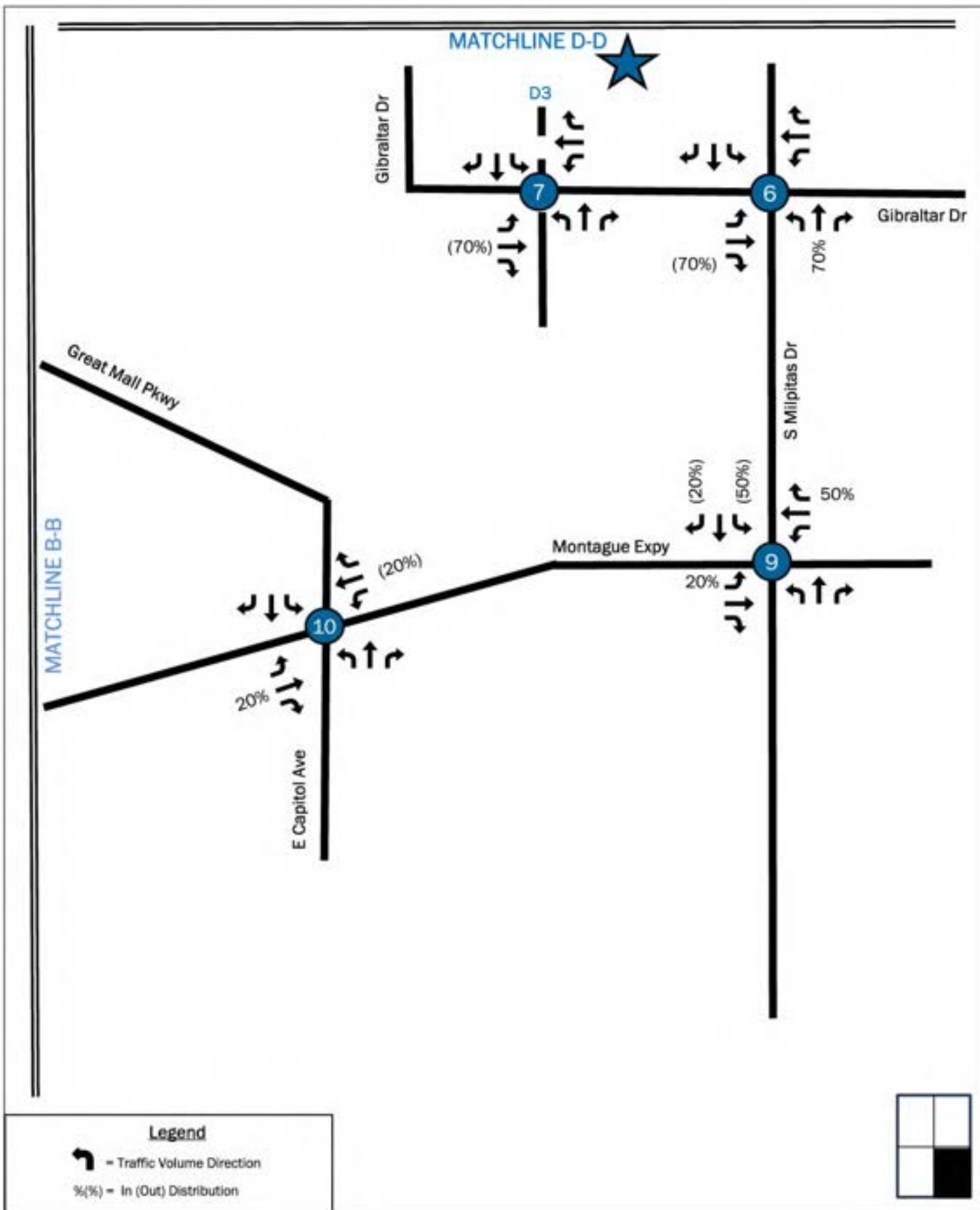
Total (Adj)			
Adjusted Avg Weekday			
	In	Out	Total
00:00	1	2	3
01:00	64	96	160
02:00	0	0	0
03:00	168	166	335
04:00	166	168	335
05:00	130	130	260
06:00	150	148	297
07:00	131	129	259
08:00	24	26	50
09:00	31	31	62
10:00	58	58	115
11:00	147	168	316
12:00	45	47	92
13:00	77	77	155
14:00	148	148	296
15:00	132	78	210
16:00	56	58	114
17:00	103	102	205
18:00	122	123	244
19:00	55	53	108
20:00	0	97	97
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22:00	0	1	1
23:00	2	0	2
	1,906	1,906	3,812
Peak Hours			

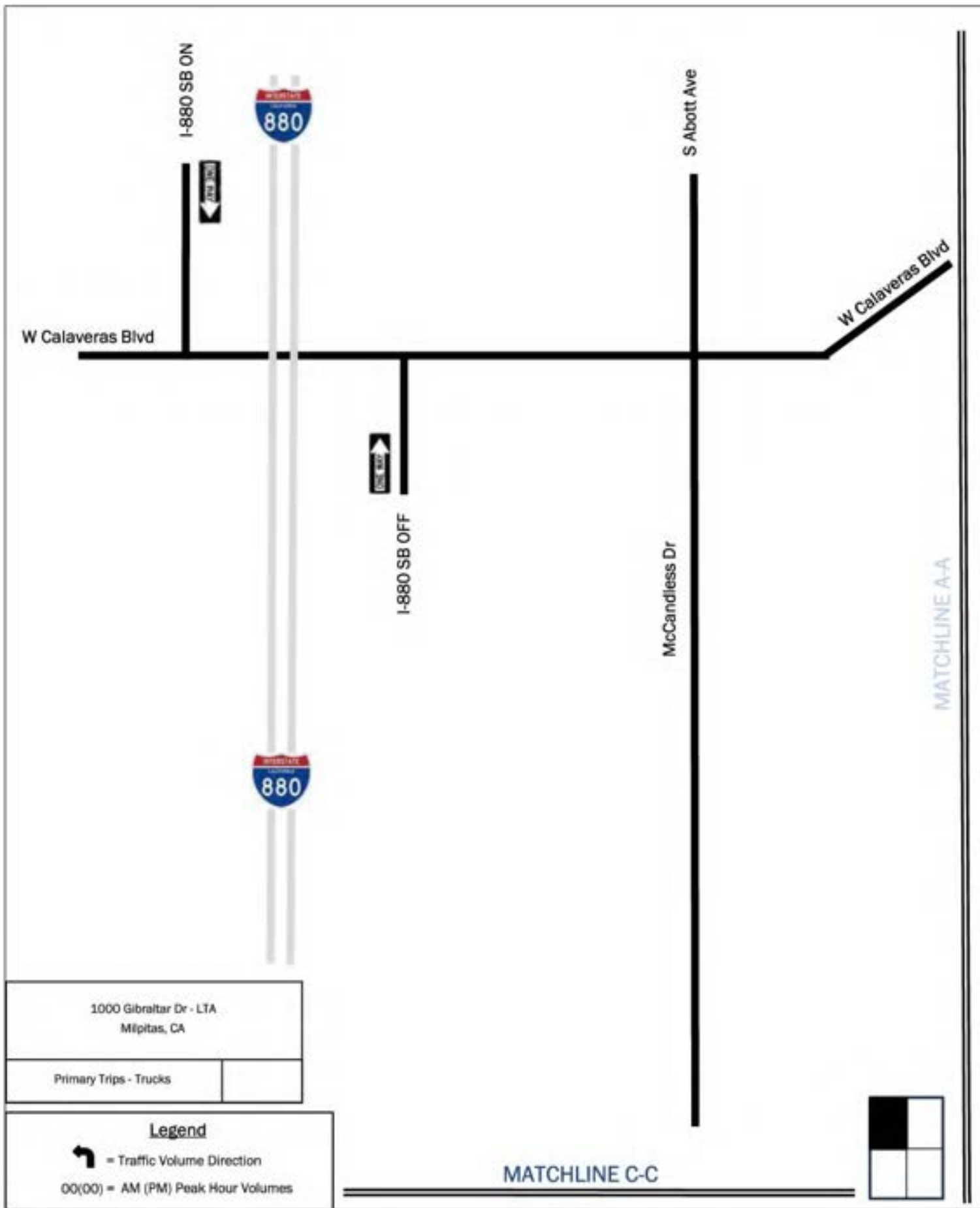
Appendix B – Truck Trip Distribution and Peak Hour Volumes

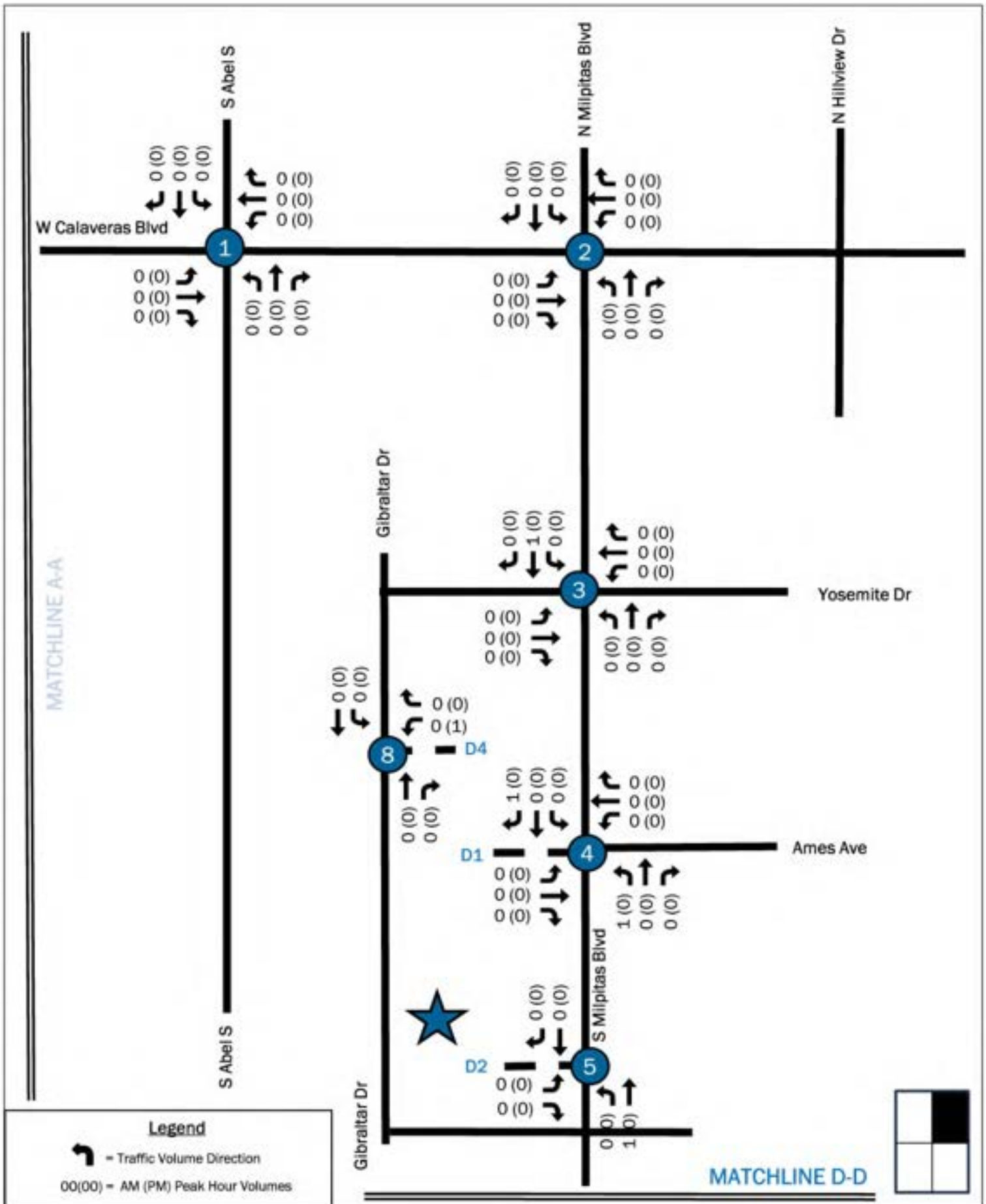


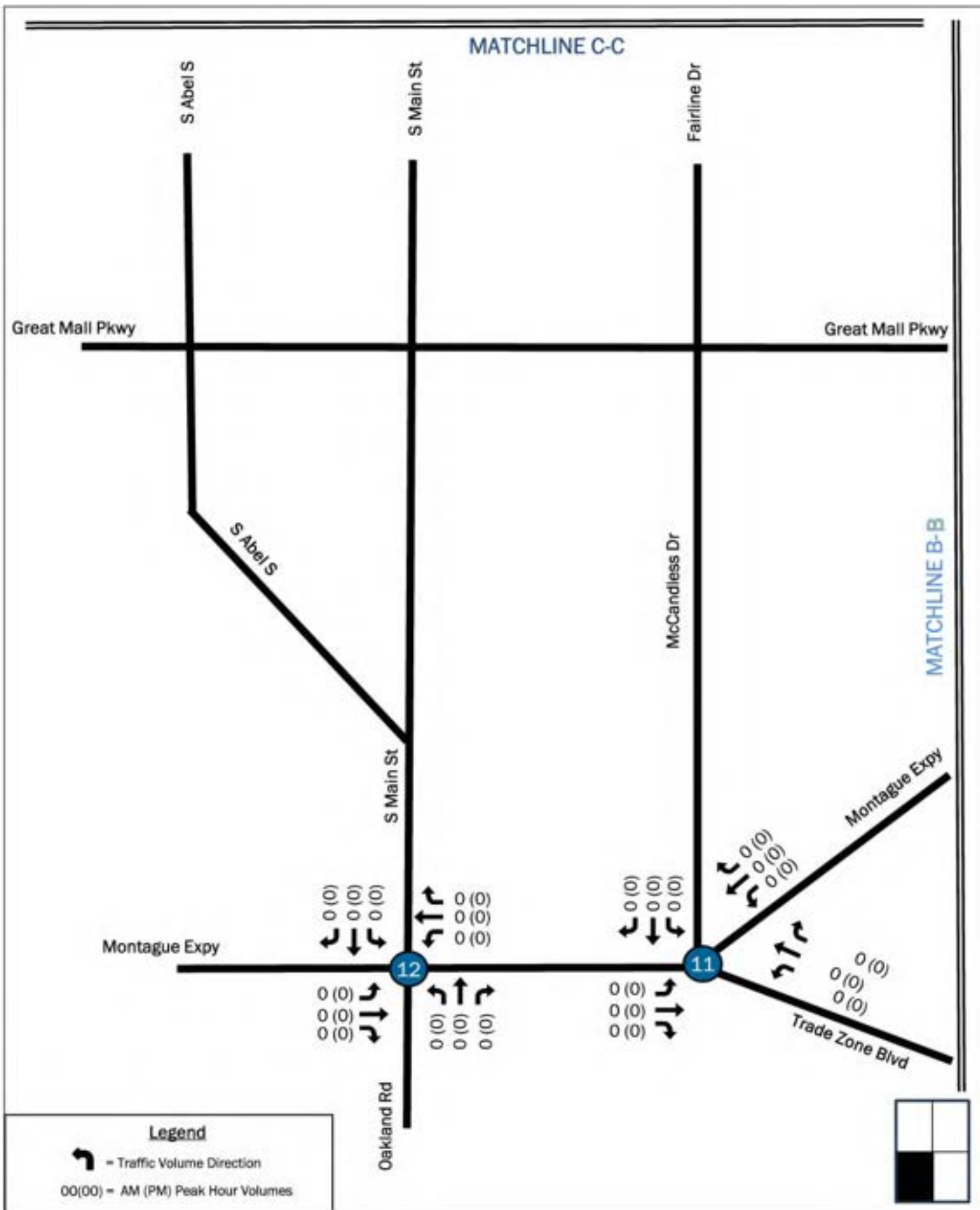


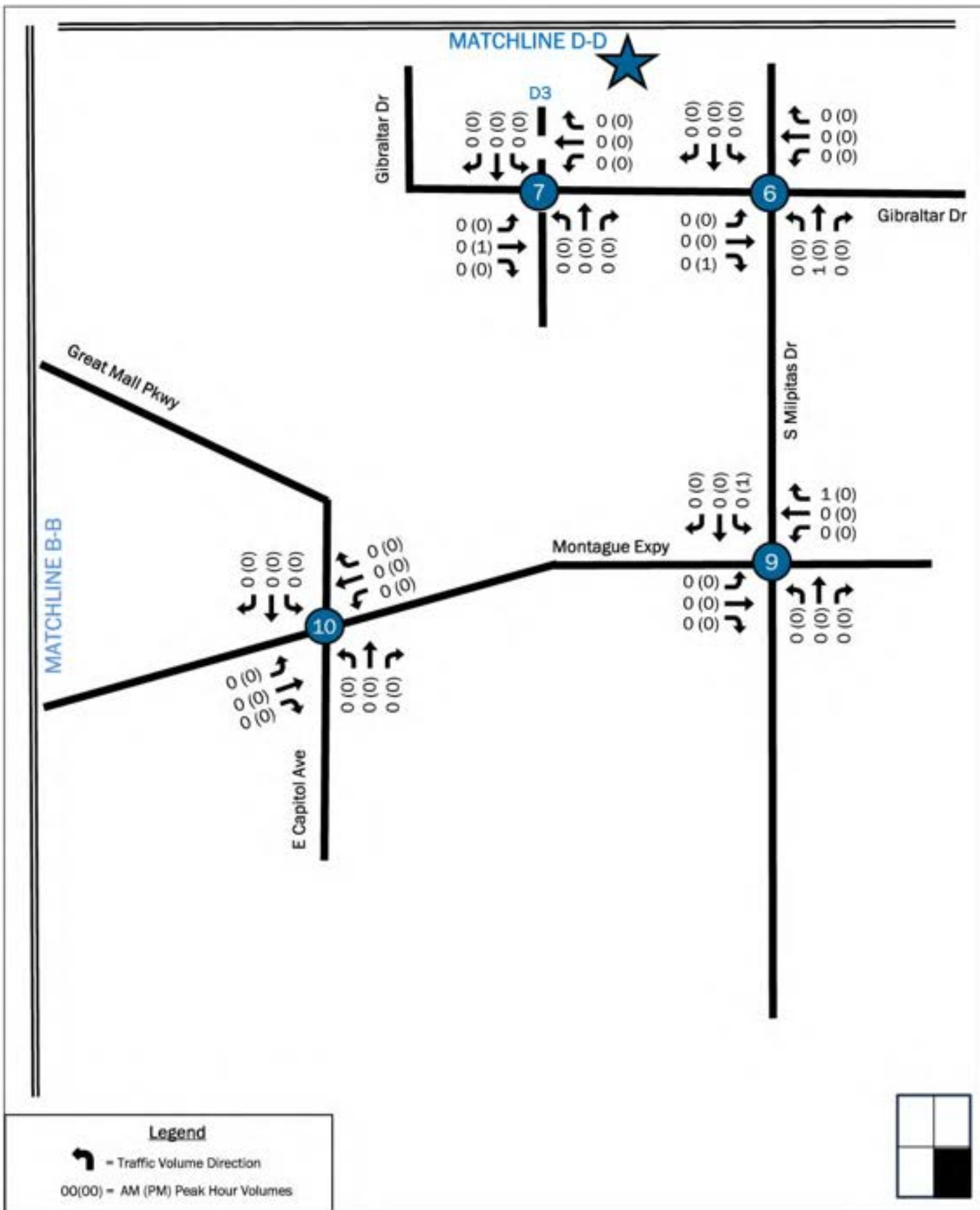




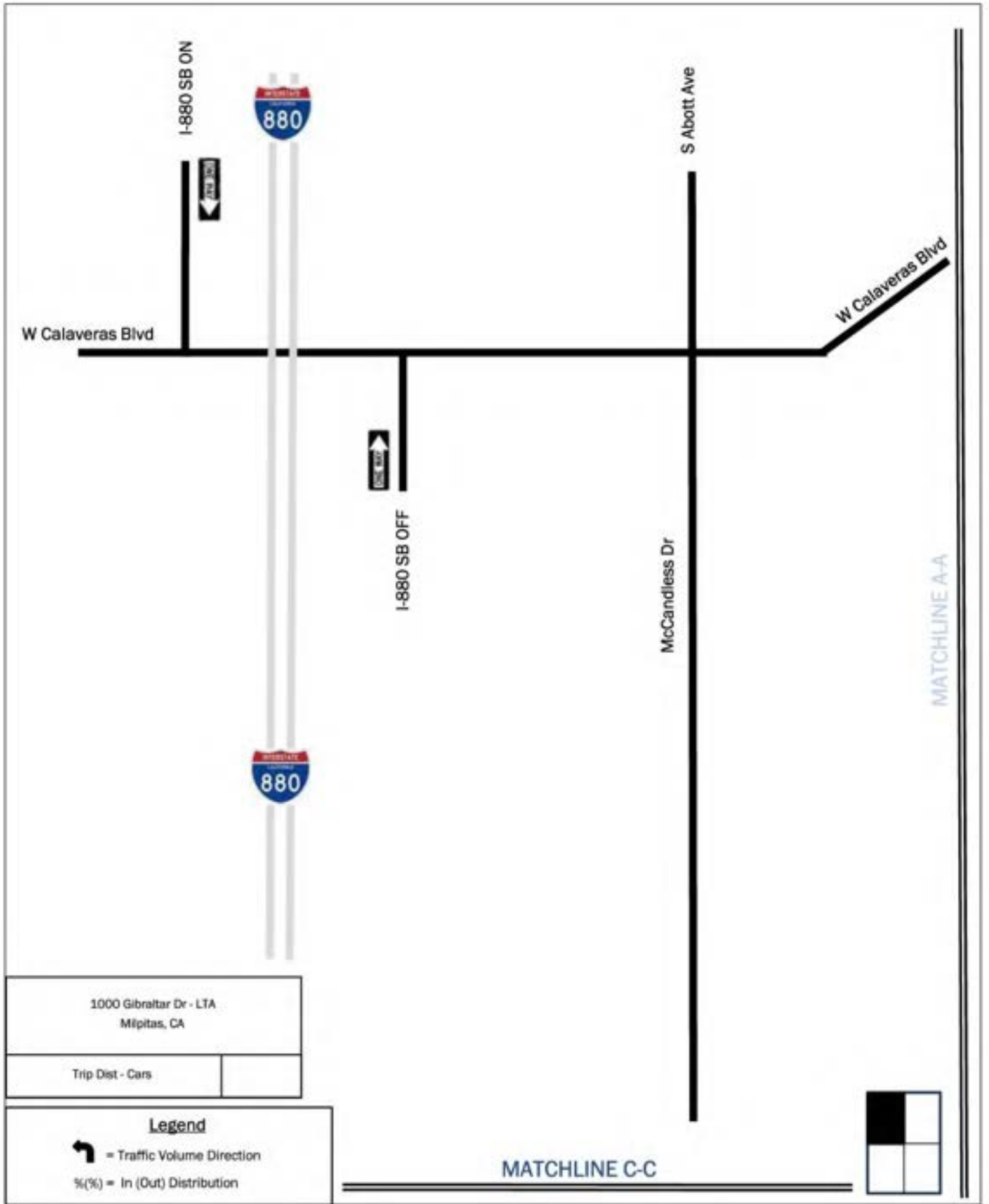


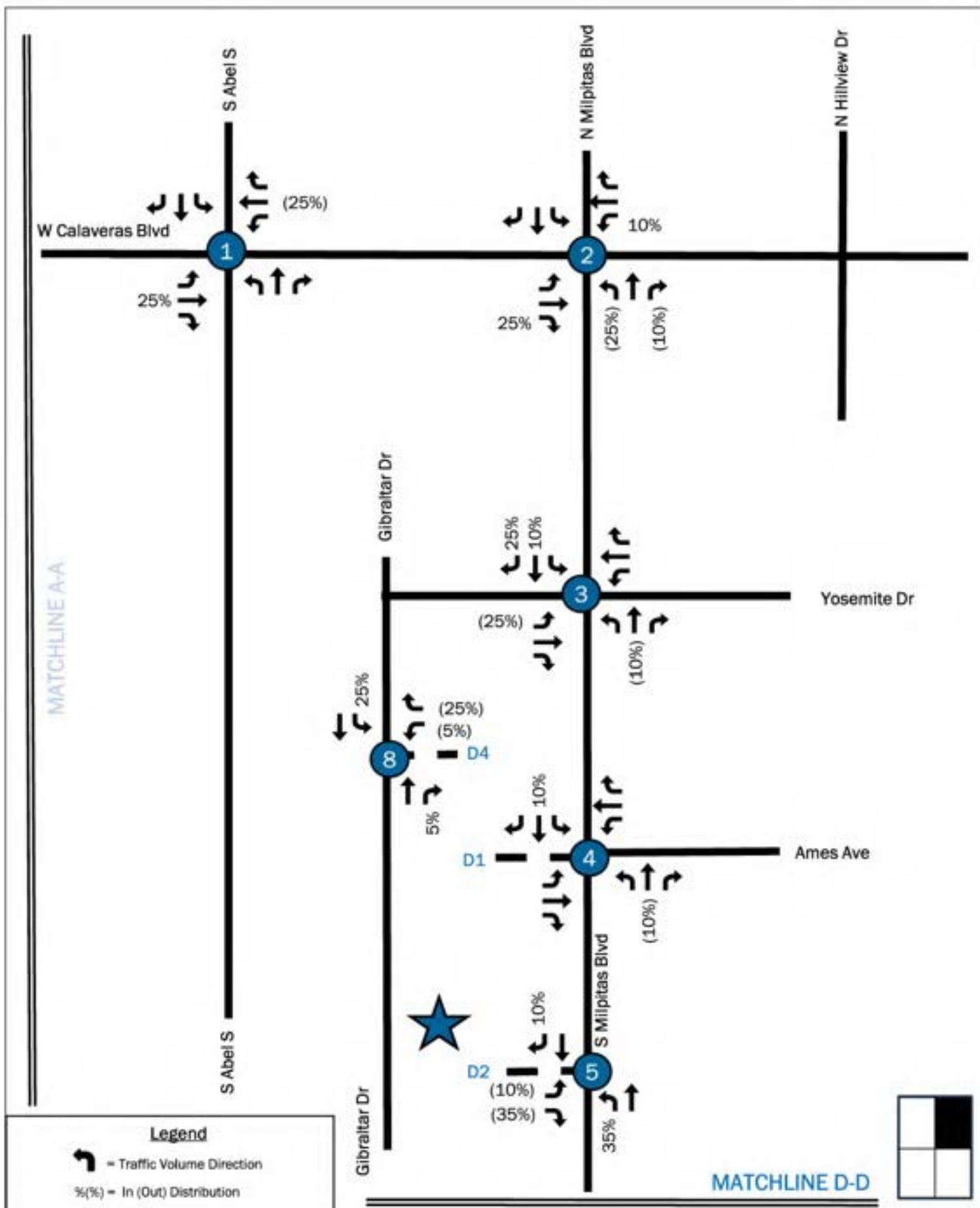


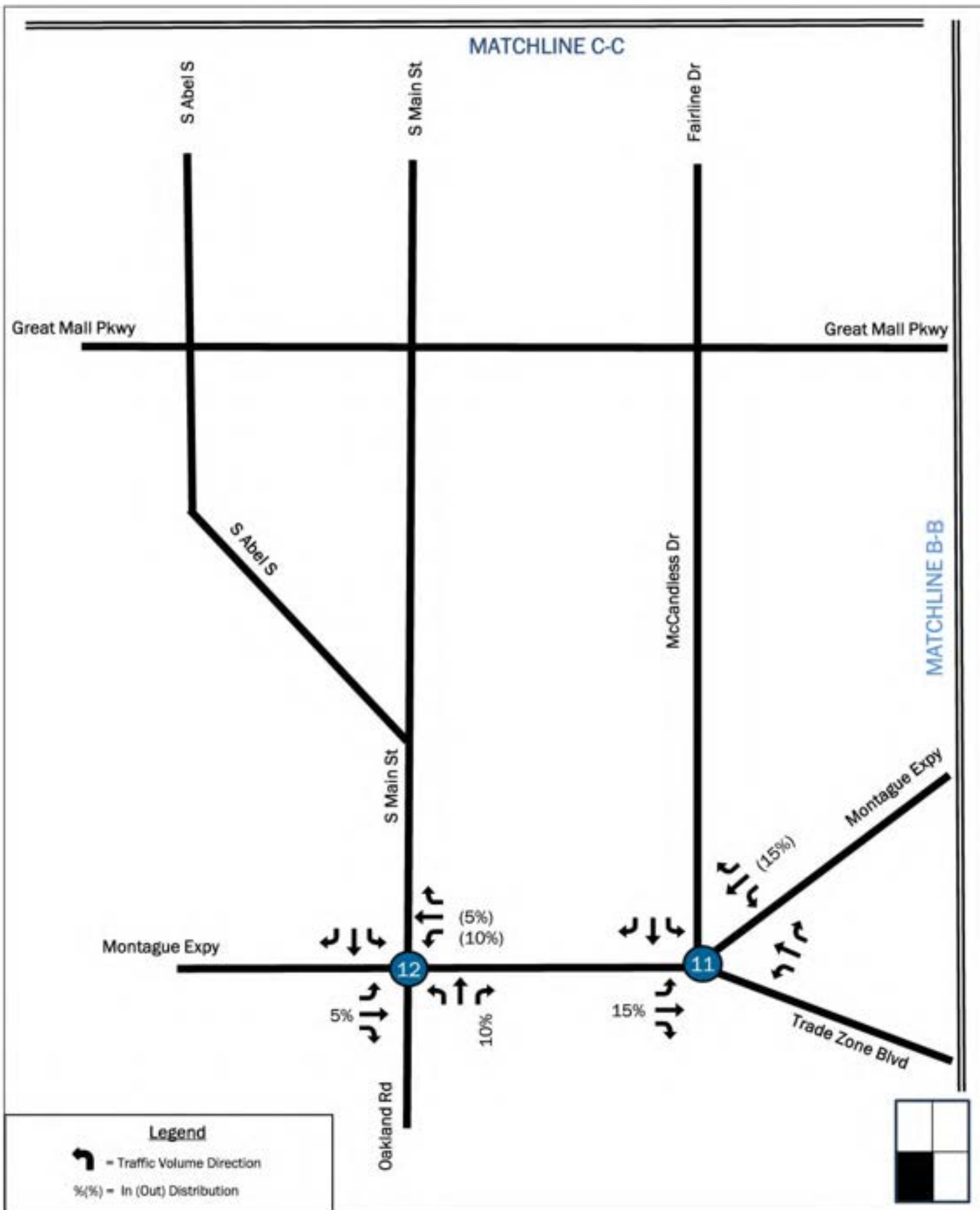


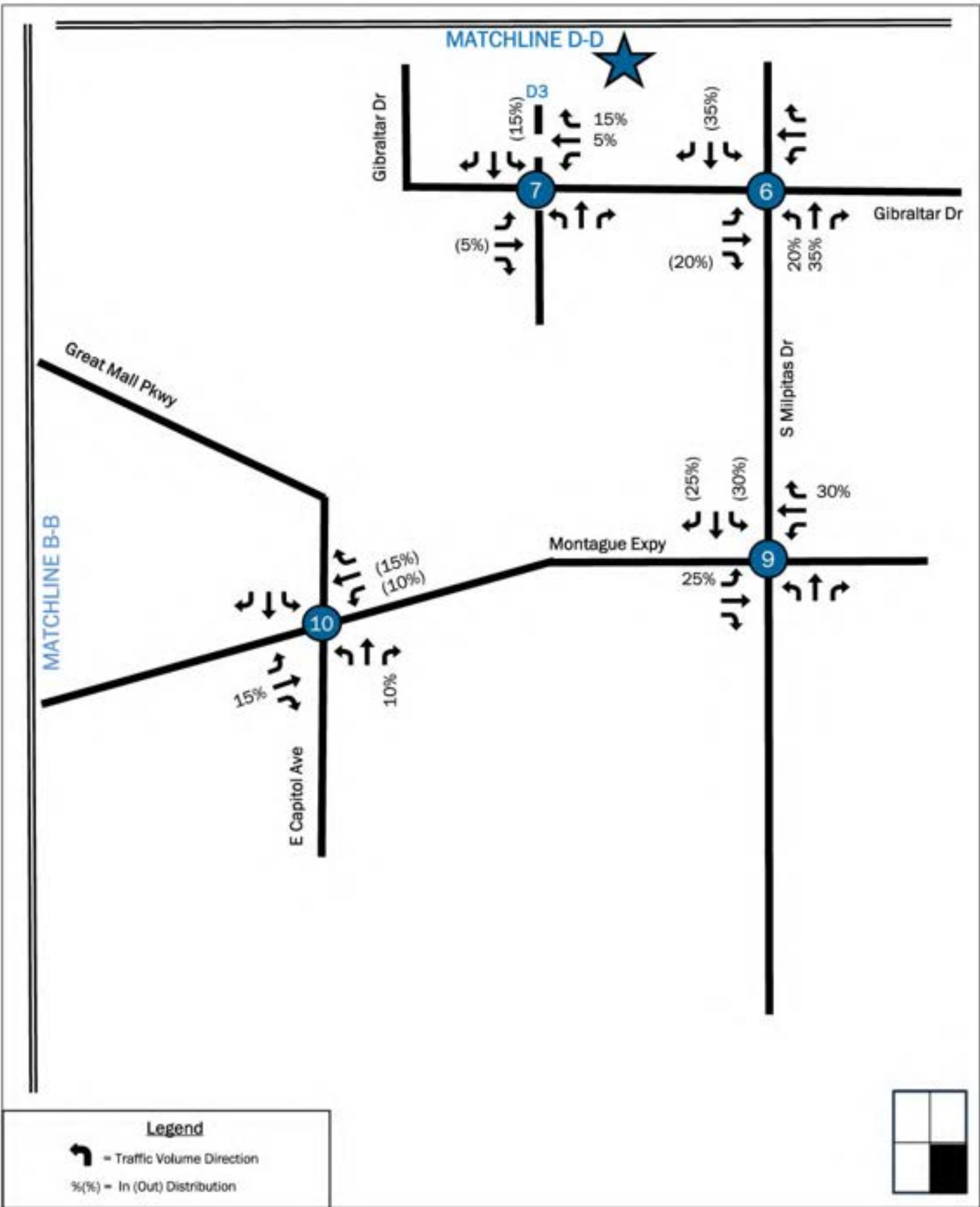


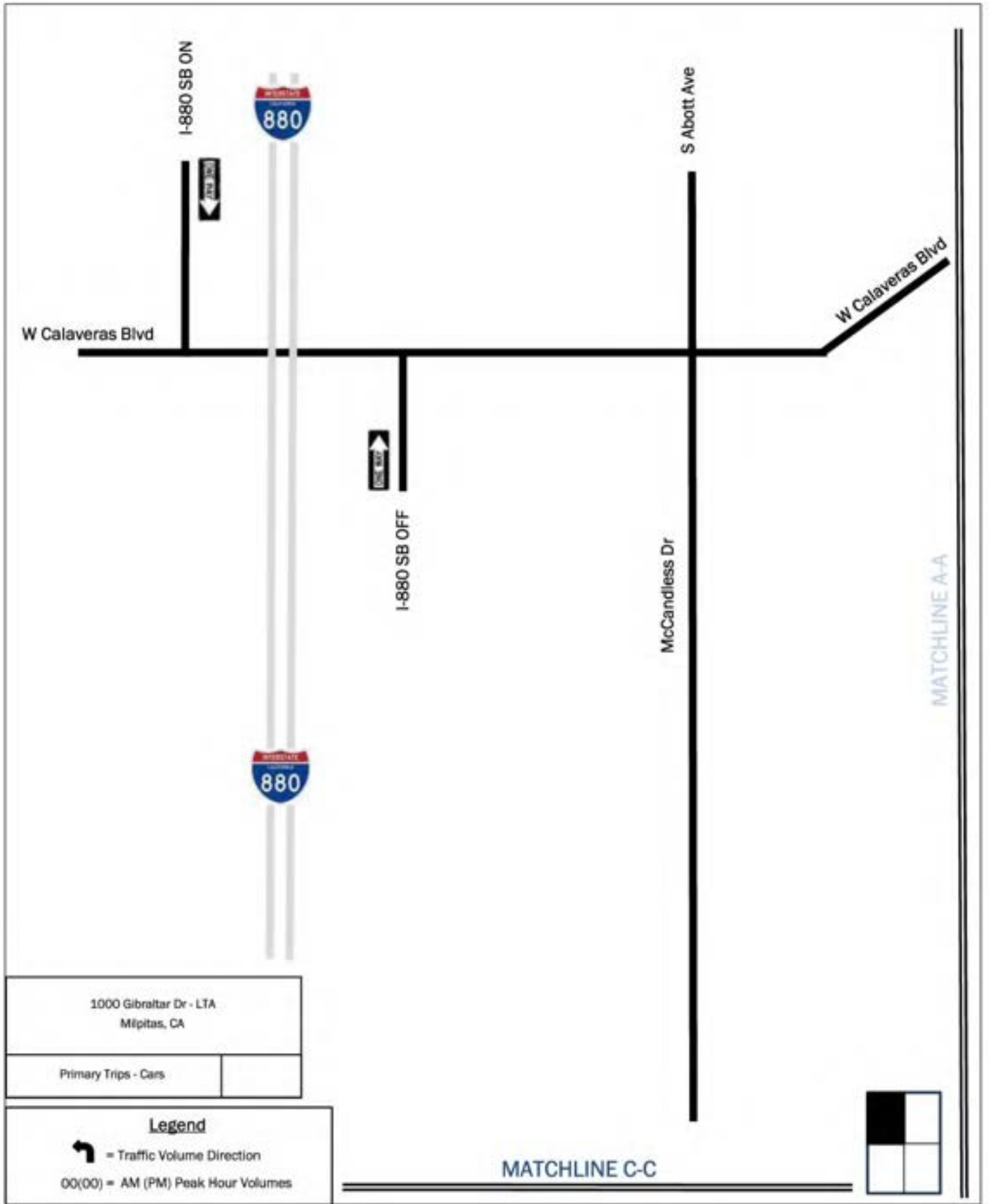
Appendix C – Car Trip Distribution and Peak Hour Volumes

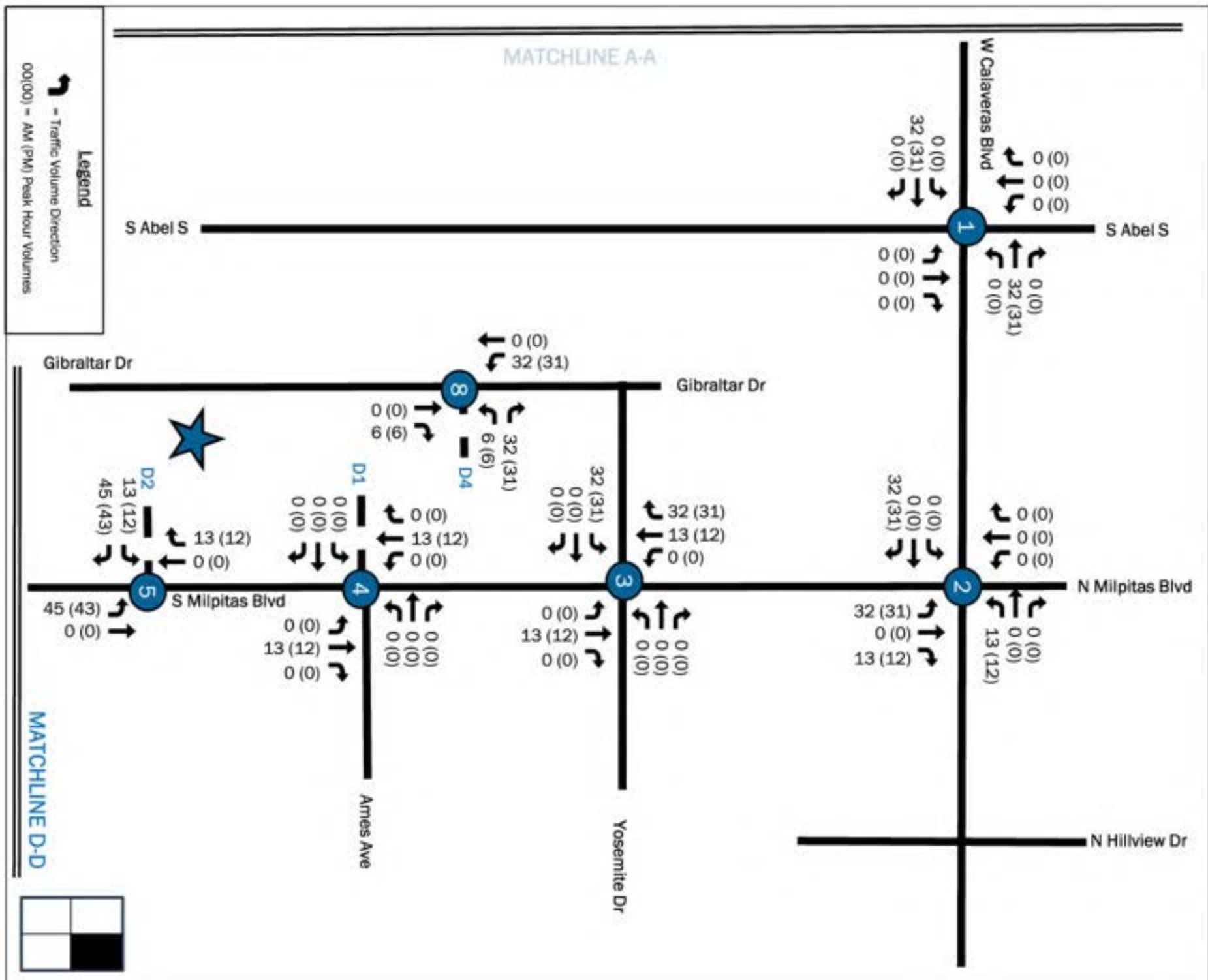


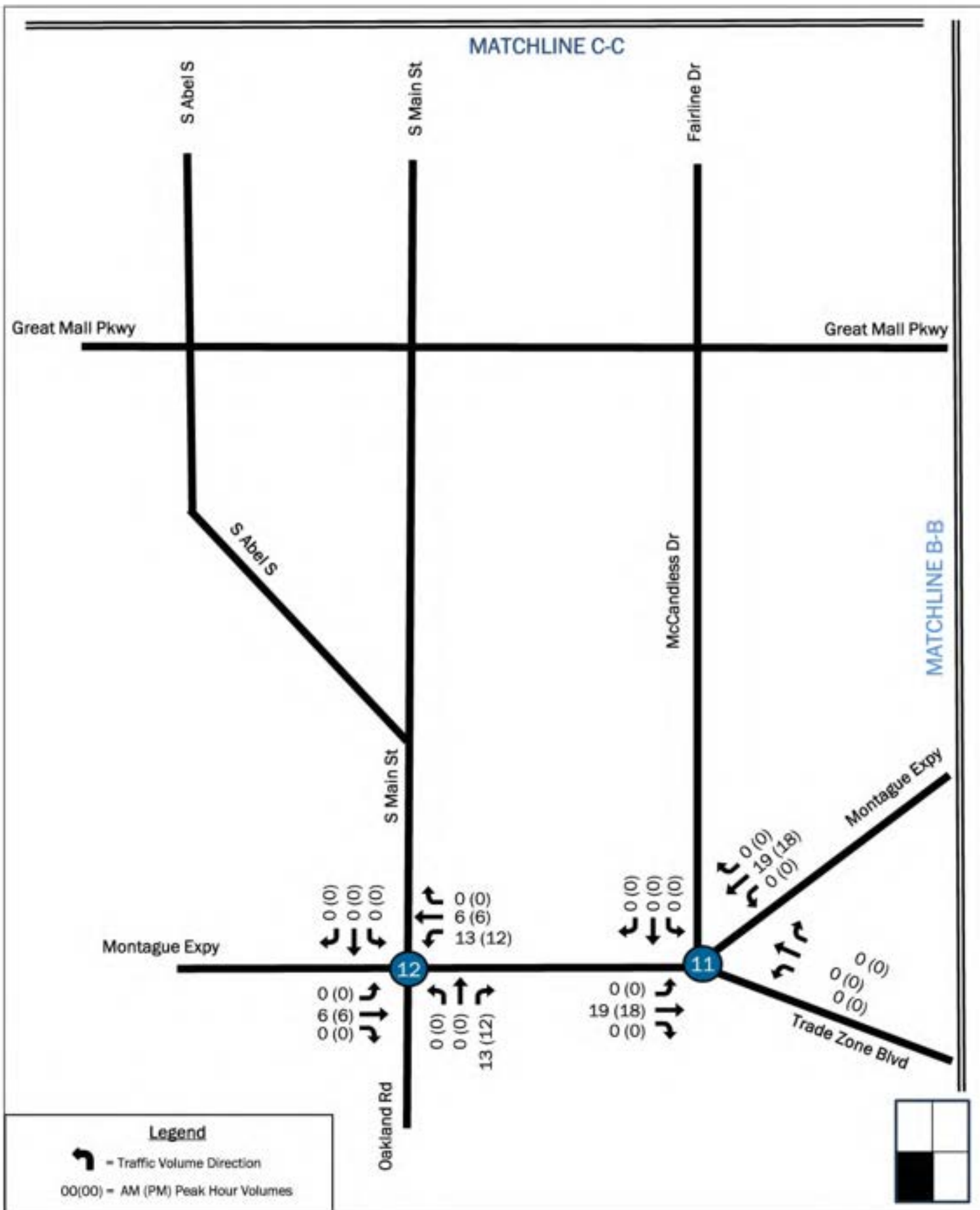


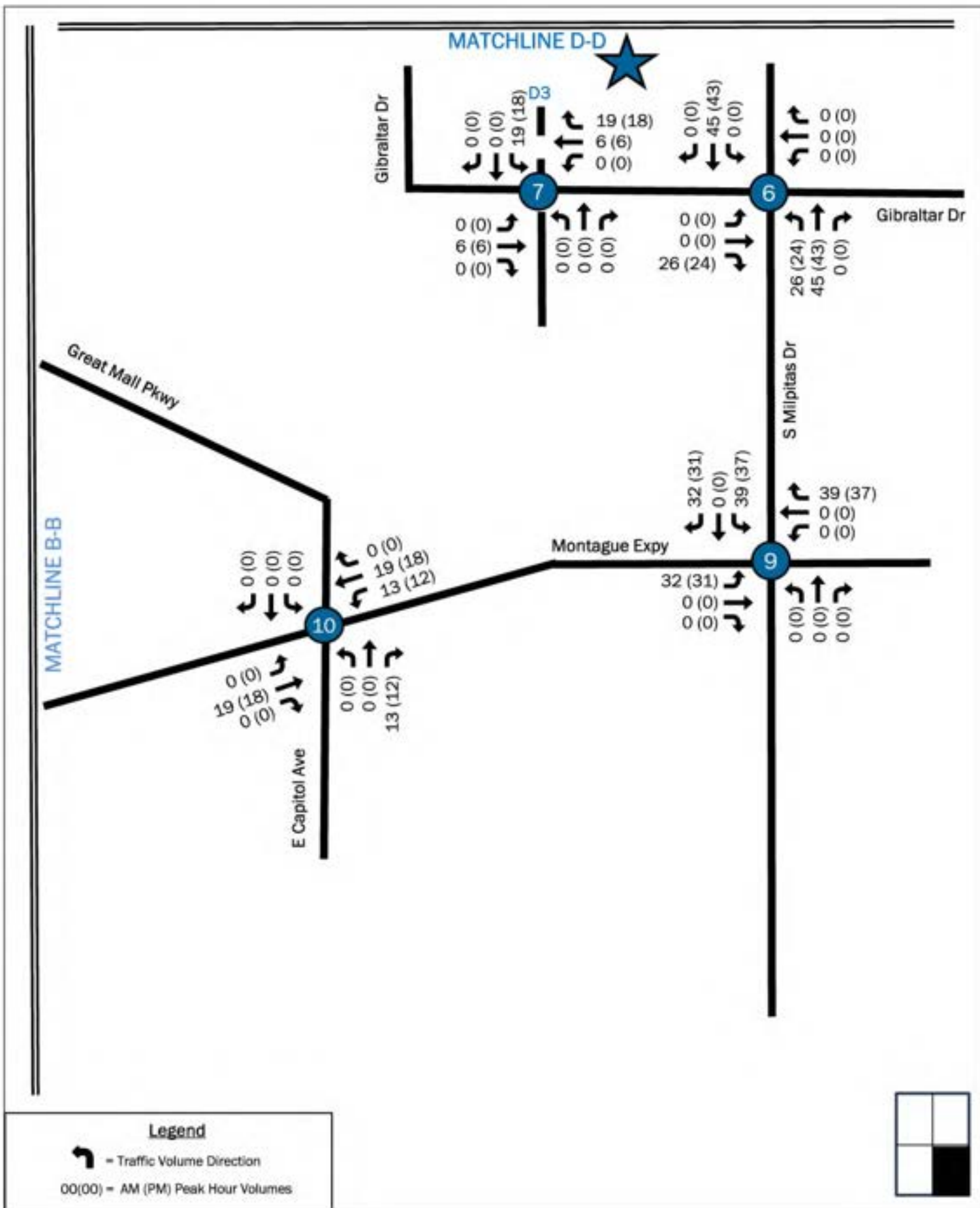












1000 Gibraltar Drive

15164 Addendum to the 1000 Gibraltar Drive Final EIR

D.2 - Vehicle Miles Traveled Analysis

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1000 Gibraltar Drive Delivery Center

DATE:

August 15, 2025

LOCATION:

Milpitas, California

PREPARED FOR:

City of Milpitas, CA

WITH:

FCS

PREPARED BY:

NV5 Engineers & Consultants

15092 Avenue of Science, Suite 200

San Diego, CA 92128

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LIST OF ATTACHMENTS

Attachment A – Site Plan
Attachment B – Tenant Supplied Trip Generation Table
Attachment C – VMT Resources

A. Introduction

A new 487,564 square-foot warehouse is planned for construction at 1000 Gibraltar Drive, on what is currently a vacant LifeScan facility, formerly Johnson & Johnson. The project will include demolition of the existing on-site structures. The proposed site (the “Project”) will include a delivery center for the purpose of delivering ecommerce goods to a specific service area. Figure 1 depicts the site location in Milpitas, CA.

To adhere to local and state policies, the following vehicle miles traveled (VMT) study was prepared for the purpose of determining whether the Project may have significant transportation impacts.

Figure 1. Vicinity Map



Milpitas, CA Delivery Center VMT

NV5

B. Analysis Guidelines

State Requirements

The California Environmental Quality Act, known as CEQA, was enacted in 1970. In 2013, Governor Brown signed Senate Bill (SB) 743 to better align CEQA with State policies that promote public health, improve air quality, encourage infill development, promote multimodal transportation, and help reduce greenhouse gas emissions to achieve climate action goals.

In December 2018, the Natural Resources Agency certified amendments to the CEQA Guidelines to implement SB 743. Pursuant to the new CEQA Guidelines, as of July 1, 2020, transportation impacts under CEQA are no longer analyzed using LOS and instead use the VMT metric.

Section 15064.3 of the CEQA Guidelines states that “a lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project.”

Local Requirements

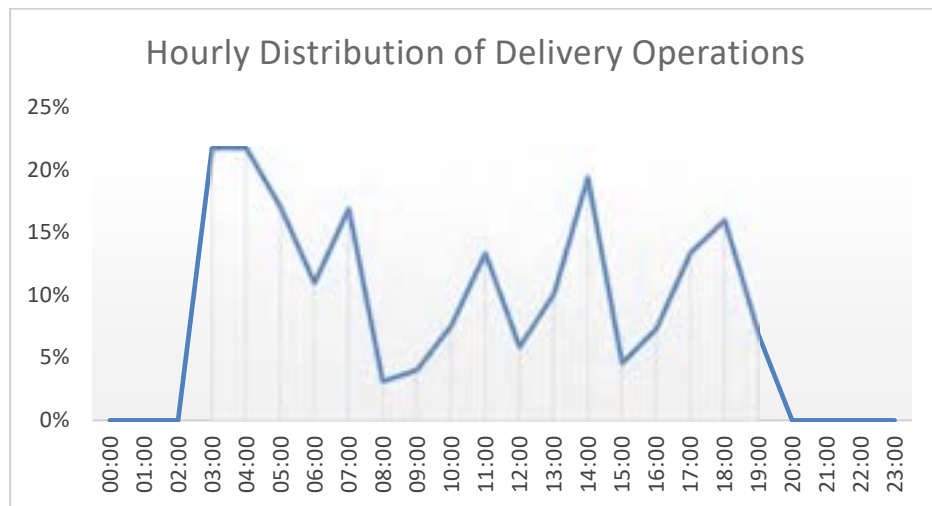
The City of Milpitas adopted a Transportation Analysis Policy in May 2021 that includes VMT analysis for many discretionary development projects. Consistent with CEQA Guidelines Section 15064.7, Thresholds of Significance, the City of Milpitas adopted the Santa Clara Congestion Management Program baseline average and thresholds set at 85% of the citywide baseline averages for determining whether a project's VMT will be significant. The citywide baseline average for VMT per employee is 17.54. The 85% (15% below) citywide baseline average is 14.91 VMT per employee per day. Projects that exceed these thresholds may have a significant effect on the environment and may require project revisions and/or mitigation measures may be implemented to reduce the impact to less than significant.

C. Project Trip Generation

The Project, referred to as a “sub-same day” delivery center, is a specialized warehouse that stores a wide range of everyday consumer goods, enabling delivery of those goods within a 4-5 hour window. Packages are dispatched to customers using private carrier vehicles.

The Project will operate 24/7 to support delivery of packages to customer locations between approximately 3:00 AM and 7:00 PM. The operations are designed to minimize traffic impacts by concentrating most of its morning deliveries between 3:00 AM and 7:30 AM. On-site employees generally work in 4-5 hours shifts beginning at 1:00 AM, 6:00 AM, 11:00 AM, 3:00 PM, and 9:00 PM with exceptions for some managerial staff.

All deliveries are handled via “Flex” drivers, who are independent, private-vehicle carries. Flex drivers generally enter and exit the facility in fifteen minutes intervals; this includes arrival, check-in, loading, and departure. The daily delivery operations will follow a pattern illustrated in the chart below.



At the proposed delivery center, up to 15 line-haul trucks are expected to deliver packages to the delivery center each day. The line-haul trucks arrive at the site between throughout the 24-hour day.

Table 1: Project Trip Generation - Traffic Volume by Vehicle Type

Traffic	Number of Vehicles	Daily Trips
Auto - Employees	363	726
Flex - Commuter	509	1018
Flex - Delivery	509*	3054**
Line-Haul Trucks	15	30
Total	1,396	4,828

*Does not represent new vehicles but are the same vehicles as the Flex-Commuter

**Assumes each driver makes 3 round trips, which over-accounts total daily trips by 1018 since Flex delivery drivers do not normally return to the center at the end of their shift. Therefore, the trip information in Table 1 does not match the trip generation shown in Table 3 of the Location Transportation Analysis (LTA). See Section 4 for more details.

D. Project Level VMT Analysis

Based on the anticipated daily trip generation for the Project, there are three types of vehicle trips:

- Line-haul truck trips
- Employee commute trips
- Personal delivery vehicles (private carrier - Flex) trips

Line-haul Truck Trips

Note: Section 15064.3 of the CEQA Guidelines states that VMT for transportation impacts refers to “... the amount and distance of automobile travel...” Per guidance provided by the California Institute of Transportation Engineers (ITE) SB 743 Task Force (April 2021), SB 743 does not apply to the movement of goods (i.e. trucks). Therefore, line-haul truck trips are not considered in VMT impact calculations.

While not germane to measuring site impacts, line-haul VMT is used in the air quality analysis, and is therefore calculated for inclusion in other studies. Line haul trucks will generally deliver goods to the delivery center from area warehouses. Table 2 shows the estimated VMT for line-haul trips. The likely warehouses that may serve the site include:

- USF1, 750 Laurelwood Rd, Santa Clara, CA 95054 (5 miles from site)
- SJC7, 188 S Mountain House Pkwy, Tracy, CA 95377 (41 miles from site)
- MCE1, 3200 Fulkerth Rd, Turlock, CA 95380 (92 miles from site)

Table 2: Freight Vehicle Miles Travels (VMT) for New Delivery Center

Traffic	Number	Daily Trips	Average Delivery Miles	Daily VMT
Line-Haul*	15	30	46	1,380

*Not used in site VMT calculations; included for air quality analysis

The total VMT for the site is the sum of the different vehicle types (except line-haul trucks). The methodology and assumptions for determining the VMT for each vehicle type other than line-haul trucks are provided below. The below analysis provides both the Project generated VMT (per vehicle type and total), as well as the Project’s effect on VMT. The Project’s effect on VMT is analyzed through determining changes to VMT by locating delivery operations closer to customers to reduce overall miles traveled.

Commuter Trips

The analysis assumes that employees (onsite workers) will live within a reasonable commuting distance of the site and follow the same trends as other industrial workers that are now employed

within the same area. The Santa Clara Countywide VMT Evaluation Tool – Version 2.1 was used to determine the employee-level VMT for the Project. The model estimates the commute distance for industrial employees who will work at the site is 16.42 vehicle-miles per day.

$$\text{Employee_Commute_VMT} = (\text{Number of Employees} * \text{Average Employee VMT})$$

$$\text{Employee_Commute_VMT} = 363 * 16.42 = 5,960 \text{ vehicle miles per day.}$$

Delivery Trips

There are two trips associated with delivery operations. The first is the commute trips by the drivers. For the purposes of this specific analysis, this is assumed to be home-based trips much like the on-site employees. Flex drivers will often complete three (3) round trips in a day, which would, on average require 509 drivers in a day to cover all deliveries.

$$\text{Flex_Commute_VMT} = (\text{Number of Daily Drivers} * \text{Average Employee VMT})$$

$$\text{Flex_Commute_VMT} \text{ is } 509 * 16.42 = 8,358 \text{ vehicle miles per day}$$

The second type of trip is the delivery of packages to customers. The Tenant delivers packages to zones much like the U.S. Postal Service (the “USPS”), except that the routes the Flex carriers take vary by day and are optimized for the most efficient movement. The analysis estimates the VMT for delivery vehicles (via GIS) by finding the distance from the site to the furthest point within the delivery zone and multiplying by the number of vehicles bound for those zones. The furthest point within the zone is assumed to account for circuitous travel as packages are dropped off throughout a route. (Note: not every Flex vehicle will travel to the furthest point within a zone but the analysis makes that conservative assumption). The total number of private carrier delivery vehicles is shown in Table 1.

Some of the customers from the new delivery center (i.e. the Project) are currently being served by an existing delivery center. The analysis accounts for the shifting of business from two other similar delivery centers: SCA2 - 3745 Bayshore Blvd, Brisbane, CA 94005 and SCA3 - 6045 Giant Hwy, Richmond, CA 94806. Not all of the zip codes that the new site will deliver to are currently being served by the other two centers; some are new and represent an expected expansion of business. For confidential and business proprietary reasons, the locations and number of deliveries to those locations cannot be identified here. However, the percentage of trips to [redacted] zip codes before and after the new site opens is shown in Appendix C.

The private carrier drivers at these types of delivery centers will often return after their first delivery and make additional runs until the end of their day when they will not return to the center. Since the private carriers leave the site and then return, the VMT to the delivery location would be doubled to account for the return trip. In daily practice, the drivers do not normally return to the delivery center after their last delivery; however, since there is no way to account for their trip pattern after at the end of their shift, the analysis assumes they return to the center and then commute home. This likely over estimates the daily VMT but it presents a more conservative analysis.

The delivery VMT is calculated as such:

$$\text{Delivery_VMT}_{\text{EX}} = \sum (\text{Existing Flex Trips to Zip Code} * \text{Dist. To Zip Code} * 2)$$

$$\text{Delivery_VMT}_{\text{FU}} = \sum (\text{Future Flex Trips to Zip Code} * \text{Dist. To Zip Code} * 2) - \text{Delivery_VMT}_{\text{EX}}$$

The $\text{Delivery_VMT}_{\text{EX}}$ to/from the two existing delivery centers and 46 zip codes they collectively serve is 49,185 per day. The $\text{Delivery_VMT}_{\text{FU}}$ to/from the new delivery center in Milpitas and 118 zip codes is 34,151. After locating a new delivery center closer to the user's customers, as well as serving an expanded geographic area, there will be 15,034 less VMT per day than there is currently. The calculations are shown in Appendix C.

The Total Flex VMT would be calculated as follows:

$$\text{Flex_VMT} = \text{Flex_Commute_VMT} + \text{Delivery_VMT}_{\text{FU}}$$

$$\text{Flex_VMT} = 8,358 + -15,034 = -6,676$$

Total Site VMT

The future total VMT for the site, including employee trips, is calculated as follows:

$$\text{Total_VMT} = \text{Employee_Commute_VMT} + \text{Flex_Commute_VMT} + \text{Delivery_VMT}_{\text{FU}}$$

$$\text{Total_VMT} = 5,960 + 8,358 + (15,034) = -716$$

$$\text{VMT/person} = \text{Total_VMT} / \sum (\text{All Commuters and Flex Drivers})$$

The per capita VMT is -716 divided by 1,381 personnel or -0.52 per person, per day. The VMT calculation results are shown in Table 3.

Table 3: Project VMT Results

Traffic	Personnel	Daily Trips	VMT per Day	VMT per Person per Day
On-site Commute Trips	363	726	5,960	16.42
Flex Driver Commute Trips	509	1018	8,358	16.42
Delivery Trips	509	3054	-15,034	-0.79
Total	1,381	4,798	-716	-0.52

VMT Thresholds

As mentioned, employment generating projects (commercial, industrial, manufacturing, etc.) are required to generate less than 14.91 VMT per employee per day. The results show that the proposed Project's VMT is less than the targeted Citywide VMT, resulting in a less than significant impact on VMT. See Table 4.

Table 4: VMT Significance

Description	Project VMT per Capita per Day	City of Milpitas Threshold	Compared to Threshold	Impact Significance
Commuter Trips	16.42	14.91	10% higher	Potentially Significant
Delivery Trips	-0.79	14.91	100% lower	Less than Significant
TOTAL	-0.52	14.91	100% lower	Less than Significant

E. Mitigation

The VMT for the delivery center can be viewed in three parts:

1. On-site employees who commute to the site (Employee_Commute_VMT)
2. Flex delivery drivers commuting to the site; drivers must use their own vehicles to make deliveries (Flex_Commute_VMT)
3. VMT associated with the delivery of goods and packages to the customer (Delivery_VMT).

The on-site commuter VMT is fairly low at 16.42 per person per day and is due to the relatively close proximity of the workforce expected for industrial uses in Milpitas. While the number is higher than the citywide desired threshold of 14.91, it is still less than the citywide average VMT of 17.54. The potentially feasible mitigation measures to reduce commuter VMT is using transportation demand management (TDM) techniques such as increased bicycle use, carpooling, vanpooling, or transit use for those on-site employees.

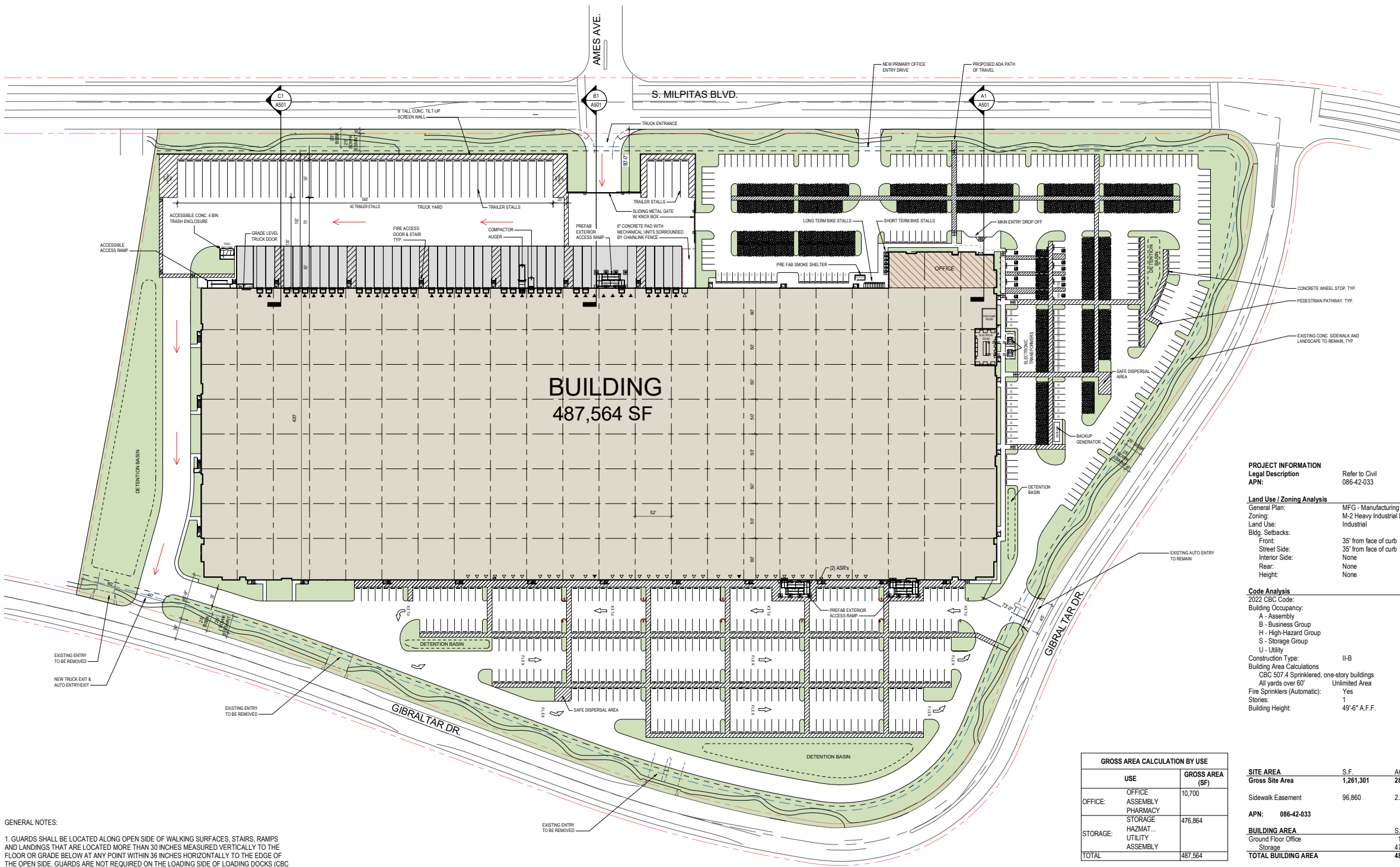
For this project, TDM techniques are more likely to be effective for those drivers who work shifts during the day. The 6:00 AM, 11:00 AM, and 3:00 PM shift workers would have the opportunity to take transit or would be candidates for carpooling programs or alternative modes of travels. This represents 204 of the 363 on-site employees. If 20% of those employees arrived by transit or carpooled with someone else, that would equate to a commuter VMT of 14.57 per day, which is under the Citywide significance level. To accomplish this reduction, the Tenant should consider the following TDM measures:

- Carpool matching programs
- Transit passes
- Guaranteed rides home

Transit is readily available in the area with VTA, BART, and Milpitas Microtransit as options. The #217 bus departs the Milpitas Transit Center every 30 minutes and has a stop on Milpitas Blvd near the site.

There are no feasible mitigation measures to reduce delivery operations VMT. This VMT could only be reduced by reducing delivery service, which would defeat the primary purpose of the Project.

Attachment A – Site Plan



GENERAL NOTES:

- GUARDS SHALL BE LOCATED ALONG OPEN SIDE OF WALKING SURFACES, STAIRS, RAMPS AND LANDINGS THAT ARE LOCATED MORE THAN 30 INCHES MEASURED VERTICALLY TO THE FLOOR OR GRADE BELOW AT ANY POINT WITHIN 36 INCHES HORIZONTALLY TO THE EDGE OF THE OPEN SIDE. GUARDS ARE NOT REQUIRED ON THE LOADING SIDE OF LOADING DOCKS (CBC 1013.2)
- THE RUNNING SLOPE OF WALKING SURFACE SHALL NOT BE STEEPER THAN 1:20 (5%). THE CROSS SLOPE OF WALKING SURFACE SHALL NOT BE STEEPER THAN 1:48 (2.083%).
- THE CLEAR WIDTH FOR SIDEWALKS AND WALKSHALL BE 48 INCHES MINIMUM.
- THE WASTE STORAGE AREA SHALL BE GRADED SO THAT STORAGE CONTAINERS REMAIN AT REST WITHOUT AUXILIARY RESTRAINING DEVICES.

GROSS AREA CALCULATION BY USE	
USE	GROSS AREA (SF)
OFFICE: OFFICE ASSEMBLY PHARMACY STORAGE	10,700
STORAGE: HAZMAT... UTILITY ASSEMBLY	476,864
TOTAL	487,564

LEGEND	
DOCK DOORS 9' x 10'	
KNOCK-OUT PANELS	
PROPERTY LINE	
BUILDING SETBACK	
SIDEWALK ESMT	
PEDESTRIAN CIRCULATION	
PERMEABLE PAVEMENT	
TRUCK TRAFFIC FLOW	
ACCESSIBLE PATH OF TRAVEL	
REFER TO SHEET A102 FOR FIRE ACCESS PLAN	

PROJECT INFORMATION	
Legal Description	Refer to Civil
APN:	086-42-033
Land Use / Zoning Analysis	
General Plan:	MFG - Manufacturing
Zoning:	M-2 Heavy Industrial District
Land Use:	Industrial
Bldg. Setbacks:	
Front:	35' from face of curb
Street Side:	35' from face of curb
Interior Side:	None
Rear:	None
Height:	None
Code Analysis	
2022 CBC Code:	
Building Occupancy:	
A - Assembly	
B - Business Group	
H - High-Hazard Group	
S - Storage Group	
U - Utility	
Construction Type:	II-B
Building Area Calculations	
CBC 507.4 Sprinklered, one-story buildings	
All yards over 60'	Unlimited Area
Fire Sprinklers (Automatic):	Yes
Stories:	1
Building Height:	49'-6" A.F.F.

SITE AREA	S.F.	ACRES
Gross Site Area	1,261,301	28.96
Sidewalk Easement	96,860	2.22
APN: 086-42-033		
BUILDING AREA	S.F.	
Ground Floor Office	10,700	
Storage	476,864	
TOTAL BUILDING AREA	487,564	
COVERAGE		
Gross FAR (1.0 Max)	38.7%	
	.387	
PARKING REQUIRED		
Office	1/350	31
Warehouse/Distribution	1/1500	318
TOTAL PARKING REQUIRED		349
PARKING PROVIDED		
Associate Parking (9'x18')		410
Accessible Parking (9'x18')	2%	16
Compact Stalls (7.5'x15')	3%	20
EV Ready Stalls (20% of total)	90	-
EVOS (25% of EV)	23	-
Flex Parking (10'x20')		335
TOTAL PARKING PROVIDED		781
PARKING RATIO		
Dock Doors (9'x10')		25
Knock Out Panels (9'x10')		54
Grade Level Doors (12'x14')		1
Trailer Stalls (12'x55')		63
Bicycle Stalls Short Term	2.5%	12
Bicycle Stalls Long Term	2.5%	12
LANDSCAPE Required front yard area and street side yard areas shall be landscaped		

Revision	
1	ISSUED FOR PERMIT
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100	REVISION

Permit/Seal	
HEA2	ABE3

Attachment B – Tenant Specified Trip Schedule

Traffic Schedule

Cars (Associates-Personal Car)			
Average Weekday			
	In	Out	Total
00:00	0	0	0
01:00	64	95	159
02:00	0	0	0
03:00	0	0	0
04:00	0	0	0
05:00	0	0	0
06:00	66	64	130
07:00	0	0	0
08:00	0	0	0
09:00	0	0	0
10:00	0	0	0
11:00	43	66	109
12:00	0	0	0
13:00	0	0	0
14:00	0	0	0
15:00	95	43	138
16:00	0	0	0
17:00	0	0	0
18:00	0	0	0
19:00	0	0	0
20:00	0	95	95
21:00	95	0	95
22:00	0	0	0
23:00	0	0	0
	363	363	726

53' Trucks (LineHaul) - Inbound			
Average Weekday			
	In	Out	Total
00:00	1	1	2
01:00	0	1	1
02:00	0	0	0
03:00	1	0	1
04:00	0	1	1
05:00	0	0	0
06:00	0	0	0
07:00	1	0	1
08:00	0	1	1
09:00	0	0	0
10:00	0	0	0
11:00	1	0	1
12:00	0	1	1
13:00	0	0	0
14:00	0	0	0
15:00	1	0	1
16:00	0	1	1
17:00	1	0	1
18:00	0	1	1
19:00	1	0	1
20:00	0	1	1
21:00	1	0	1
22:00	0	1	1
23:00	1	0	1
	9	9	18

53' Trucks (LineHaul) - NAFC Injection			
Average Weekday			
	In	Out	Total
00:00	0	1	1
01:00	0	0	0
02:00	0	0	0
03:00	1	0	1
04:00	0	1	1
05:00	0	0	0
06:00	0	0	0
07:00	1	0	1
08:00	0	1	1
09:00	0	0	0
10:00	0	0	0
11:00	1	0	1
12:00	0	1	1
13:00	0	0	0
14:00	0	0	0
15:00	1	0	1
16:00	0	1	1
17:00	0	0	0
18:00	0	0	0
19:00	1	0	1
20:00	0	1	1
21:00	0	0	0
22:00	0	0	0
23:00	1	0	1
	6	6	12

DP (FLEX Car)			
Average Weekday			
	In	Out	Total
00:00	0	0	0
01:00	0	0	0
02:00	0	0	0
03:00	166	166	333
04:00	166	166	333
05:00	130	130	260
06:00	84	84	167
07:00	129	129	257
08:00	24	24	48
09:00	31	31	62
10:00	58	58	115
11:00	102	102	205
12:00	45	45	90
13:00	77	77	155
14:00	148	148	296
15:00	35	35	70
16:00	56	56	112
17:00	102	102	204
18:00	122	122	243
19:00	53	53	106
20:00	0	0	0
21:00	0	0	0
22:00	0	0	0
23:00	0	0	0
	1528	1528	3056

Total (Adj)			
Adjusted Avg Weekday			
	In	Out	Total
00:00	1	2	3
01:00	64	96	160
02:00	0	0	0
03:00	168	166	335
04:00	166	168	335
05:00	130	130	260
06:00	150	148	297
07:00	131	129	259
08:00	24	26	50
09:00	31	31	62
10:00	58	58	115
11:00	147	168	316
12:00	45	47	92
13:00	77	77	155
14:00	148	148	296
15:00	132	78	210
16:00	56	58	114
17:00	103	102	205
18:00	122	123	244
19:00	55	53	108
20:00	0	97	97
21:00	96	0	96
22:00	0	1	1
23:00	2	0	2
	1,906	1,906	3,812

Attachment C – VMT Resources

Project Details

Timestamp of analysis July 10 2020 0:32:33 M

Project Name Delivery Center - 1000 Gibraltar Drive

Project Description eCommerce delivery hub

Project Location Map

Jurisdiction:	P	T
Milpitas	0 42033	2



Project and Use

Residential:

Single family D :

Multifamily D :

Total D s: 0

Non-Residential:

Office S :

Local Serving Retail S :

Industrial S : 4 4

Residential affordability percent of all units :

Extremely low income: 0 %

Very low income: 0 %

Low income: 0 %

Parking:

Motor Vehicle Parking: 4 0

Bicycle Parking:

Proximity to Transit Screening

Inside a transit priority area 0 0

Analysis Details

Data Version VT Countywide Model December 201

Analysis T

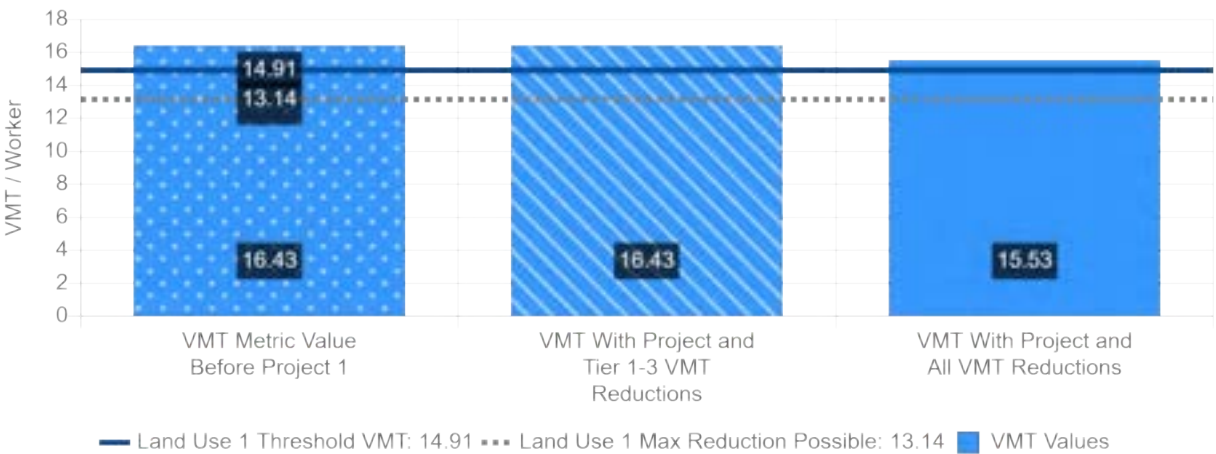
Methodology

Baseline Year 202

Industrial Vehicle Miles Traveled VMT Screening Results

and se Type 1:	ndustrial
VMT Metric 1:	ome- ased or VMT per or er
VMT aseine Description 1:	City verage
VMT aseine Value 1:	1 . 4
VMT Threshold Description 1 Threshold Value 1:	-1 % 14. 1
and se 1 has een Pre-Screened y the ocal urisdiction:	

	ithout Pro ect	ith Pro ect Tier 1-3 VMT Reductions	ith Pro ect ll VMT Reductions
Pro ect enerated Vehicle Miles Traveled VMT Rate	1 .43	1 .43	1 . 3
ow VMT Screening nalysis	o ail	o ail	o ail



Tier 4 TDM Programs

TP13 Ride-Sharing Programs

Expected Percent of Ride-Sharing Participants:	10 %
--	------

Existing Delivery Station	Proposed Project Site	Zip Code	Existing Distribution Site				Proposed Project Site				Net VMT Change (Proposed – Existing)
			Distance Between Site and Zip Code	Percent Trips	Total Trips	VMT	Distance Between Site and Zip Code	Percent Trips	Total Trips	VMT	
SCA2	SSJ1	REDACTED	32.63	1.600%	10.6	689.4	25.58	1.037%	10.6	540.7	-148.7
	SSJ1						14.51	0.001%	0.0	0.4	0.4
SCA2	SSJ1		34.24	1.658%	10.9	749.4	16.70	1.074%	10.9	365.6	-383.7
SCA2	SSJ1		23.97	3.410%	22.5	1078.6	20.73	2.210%	22.5	933.5	-145.2
	SSJ1						18.55	0.001%	0.0	0.5	0.5
SCA2	SSJ1		23.17	0.697%	4.6	213.3	21.89	0.452%	4.6	201.6	-11.7
SCA2	SSJ1		31.70	0.659%	4.3	275.7	28.38	0.427%	4.4	247.0	-28.7
	SSJ1						11.21	0.006%	0.1	1.4	1.4
	SSJ1						11.94	0.000%	0.0	0.0	0.0
SCA2	SSJ1		33.07	2.282%	15.1	995.9	14.38	1.479%	15.1	433.5	-562.5
SCA2	SSJ1		31.68	1.124%	7.4	470.2	13.05	0.729%	7.4	193.8	-276.5
	SSJ1						11.94	0.000%	0.0	0.1	0.1
SCA2	SSJ1		31.73	2.349%	15.5	983.7	13.41	1.522%	15.5	415.9	-567.8
SCA2	SSJ1		21.80	2.416%	15.9	695.3	23.90	1.566%	16.0	762.5	67.2
SCA2	SSJ1		32.45	2.508%	16.6	1074.3	34.08	1.625%	16.6	1128.7	54.4
SCA2	SSJ1		20.95	1.796%	11.9	496.6	22.63	1.164%	11.9	536.8	40.2
	SSJ1						21.44	0.001%	0.0	0.5	0.5
SCA2	SSJ1		33.96	1.532%	10.1	686.8	10.37	0.993%	10.1	209.8	-477.0
SCA2	SSJ1		35.45	2.784%	18.4	1302.9	11.57	1.804%	18.4	425.4	-877.6
SCA2	SSJ1		36.33	3.205%	21.2	1536.8	13.77	2.077%	21.2	582.7	-954.0
	SSJ1						8.30	0.003%	0.0	0.5	0.5
SCA2	SSJ1		34.30	1.362%	9.0	616.3	8.90	0.882%	9.0	160.1	-456.2
SCA2	SSJ1		25.68	1.343%	8.9	455.2	17.15	0.870%	8.9	304.2	-151.0
	SSJ1						16.87	0.001%	0.0	0.3	0.3
SCA2	SSJ1		27.74	2.262%	14.9	828.2	17.67	1.466%	14.9	527.9	-300.3
SCA2	SSJ1		30.18	0.458%	3.0	182.5	25.72	0.297%	3.0	155.6	-26.9
SCA2	SSJ1		26.37	1.156%	7.6	402.4	17.99	0.749%	7.6	274.6	-127.8
SCA2	SSJ1		28.41	1.879%	12.4	704.6	16.72	1.218%	12.4	414.8	-289.8
	SSJ1						18.42	0.001%	0.0	0.4	0.4
SCA3	SSJ1		41.26	5.009%	33.1	2728.0	16.21	3.246%	33.1	1072.4	-1655.5
SCA3	SSJ1		39.61	0.003%	0.0	1.5	13.07	0.002%	0.0	0.5	-1.0
SCA3	SSJ1		45.27	4.337%	28.6	2591.7	11.35	2.811%	28.6	650.1	-1941.6
SCA2	SSJ1		40.90	3.090%	20.4	1668.0	11.79	2.002%	20.4	481.2	-1186.8
SCA3	SSJ1		38.14	2.081%	13.7	1047.9	16.12	1.349%	13.7	443.0	-604.8
SCA3	SSJ1		42.94	3.419%	22.6	1938.0	14.79	2.216%	22.6	667.6	-1270.4
SCA3	SSJ1		38.56	3.768%	24.9	1917.7	17.51	2.442%	24.9	871.3	-1046.4
SCA2	SSJ1		36.10	0.124%	0.8	59.2	5.90	0.080%	0.8	9.7	-49.5
	SSJ1						43.77	1.354%	13.8	1208.2	1208.2
	SSJ1						35.97	0.339%	3.5	248.3	248.3
	SSJ1						38.26	0.436%	4.4	339.7	339.7
	SSJ1						34.28	0.032%	0.3	22.4	22.4
SCA2	SSJ1		43.14	4.058%	26.8	2310.8	13.90	2.630%	26.8	745.0	-1565.8
	SSJ1	REDACTED					11.56	0.001%	0.0	0.3	0.3
	SSJ1						38.35	0.435%	4.4	340.1	340.1
	SSJ1						11.46	0.001%	0.0	0.3	0.3
	SSJ1						19.15	0.001%	0.0	0.5	0.5
SCA2	SSJ1		38.29	3.682%	24.3	1861.0	16.37	2.386%	24.3	795.9	-1065.1
	SSJ1						13.91	0.002%	0.0	0.5	0.5
	SSJ1						38.11	0.397%	4.1	308.7	308.7
	SSJ1						18.36	0.908%	9.3	339.7	339.7
	SSJ1						16.76	0.004%	0.0	1.4	1.4
	SSJ1						17.85	1.618%	16.5	588.7	588.7
	SSJ1						29.81	0.450%	4.6	273.6	273.6
SCA2	SSJ1		43.49	4.087%	27.0	2346.2	5.10	2.649%	27.0	275.1	-2071.1
	SSJ1						2.17	0.001%	0.0	0.1	0.1
	SSJ1						34.03	0.033%	0.3	23.0	23.0
	SSJ1						22.25	0.004%	0.0	1.9	1.9
SCA2	SSJ1		39.24	2.557%	16.9	1324.1	9.20	1.657%	16.9	310.8	-1013.4
SCA2	SSJ1		38.63	3.467%	22.9	1768.2	10.34	2.247%	22.9	473.3	-1294.9
	SSJ1						6.93	0.001%	0.0	0.1	0.1
	SSJ1						7.17	0.047%	0.5	6.8	6.8
SCA2	SSJ1		37.00	2.035%	13.4	993.8	6.89	1.319%	13.4	185.1	-808.7
	SSJ1						8.67	0.002%	0.0	0.3	0.3

Existing Delivery Station	Proposed Project Site	Zip Code	Existing Distribution Site				Proposed Project Site				Net VMT Change (Proposed – Existing)
			Distance Between Site and Zip Code	Percent Trips	Total Trips	VMT	Distance Between Site and Zip Code	Percent Trips	Total Trips	VMT	
	SSJ1	R					5.86	0.002%	0.0	0.2	0.2
	SSJ1						47.54	1.874%	19.1	1815.7	1815.7
	SSJ1						39.88	1.565%	15.9	1271.9	1271.9
	SSJ1						39.94	0.311%	3.2	253.3	253.3
	SSJ1						38.92	0.391%	4.0	310.3	310.3
	SSJ1						32.16	0.773%	7.9	507.0	507.0
	SSJ1						32.28	0.004%	0.0	2.9	2.9
SCA2	SSJ1	REDACTED	41.95	2.479%	16.4	1372.8	21.60	1.607%	16.4	707.2	-665.6
	SSJ1						14.25	0.001%	0.0	0.4	0.4
	SSJ1						38.25	0.541%	5.5	422.0	422.0
	SSJ1						7.01	0.000%	0.0	0.0	0.0
SCA2	SSJ1		42.60	1.097%	7.2	617.0	9.13	0.711%	7.2	132.3	-484.7
	SSJ1						14.35	1.594%	16.2	466.3	466.3
	SSJ1						8.93	1.873%	19.1	340.8	340.8
SCA2	SSJ1		41.63	0.495%	3.3	272.2	7.98	0.321%	3.3	52.2	-219.9
	SSJ1						6.56	1.024%	10.4	137.0	137.0
SCA2	SSJ1		41.55	1.459%	9.6	800.3	11.06	0.946%	9.6	213.2	-587.1
	SSJ1						15.54	1.443%	14.7	457.1	457.1
	SSJ1						17.06	0.570%	5.8	198.3	198.3
	SSJ1						20.81	2.033%	20.7	862.1	862.1
	SSJ1						16.15	1.008%	10.3	331.8	331.8
	SSJ1						12.05	1.123%	11.4	276.0	276.0
	SSJ1						9.80	2.709%	27.6	540.9	540.9
SCA2	SSJ1		46.60	3.428%	22.6	2108.6	16.27	2.222%	22.6	736.7	-1371.8
	SSJ1						16.10	2.568%	26.2	842.7	842.7
SCA2	SSJ1		42.27	2.343%	15.5	1307.3	12.54	1.518%	15.5	388.2	-919.1
	SSJ1						10.45	1.802%	18.4	383.8	383.8
SCA2	SSJ1		41.77	2.269%	15.0	1250.9	10.04	1.470%	15.0	300.8	-950.1
SCA2	SSJ1		39.96	2.081%	13.7	1097.6	10.99	1.349%	13.7	301.9	-795.7
SCA2	SSJ1		40.89	0.787%	5.2	424.8	13.80	0.510%	5.2	143.5	-281.4
SCA2	SSJ1		41.32	1.580%	10.4	861.4	13.35	1.024%	10.4	278.5	-582.9
SCA2	SSJ1		44.20	2.053%	13.5	1197.4	3.98	1.330%	13.6	107.8	-1089.6
	SSJ1						5.44	0.812%	8.3	89.9	89.9
SCA2	SSJ1		38.48	1.732%	11.4	879.8	5.27	1.123%	11.4	120.6	-759.2
	SSJ1						5.34	0.797%	8.1	86.8	86.8
	SSJ1						14.74	1.749%	17.8	525.5	525.5
	SSJ1						14.29	0.793%	8.1	230.8	230.8
	SSJ1						16.80	0.301%	3.1	103.0	103.0
	SSJ1						17.76	0.002%	0.0	0.7	0.7
	SSJ1						24.16	1.426%	14.5	702.1	702.1
	SSJ1						11.58	0.001%	0.0	0.3	0.3
	SSJ1						10.97	0.002%	0.0	0.4	0.4
	SSJ1						8.80	0.006%	0.1	1.0	1.0
	SSJ1						3.74	0.001%	0.0	0.1	0.1
	SSJ1						14.35	0.001%	0.0	0.4	0.4
	SSJ1						13.11	0.001%	0.0	0.2	0.2
	SSJ1						9.57	0.001%	0.0	0.3	0.3
	SSJ1						6.68	0.001%	0.0	0.1	0.1
	SSJ1						11.18	0.002%	0.0	0.5	0.5
	SSJ1						12.89	0.001%	0.0	0.4	0.4
	SSJ1						8.86	0.001%	0.0	0.3	0.3
	SSJ1						2.87	0.002%	0.0	0.1	0.1
	SSJ1						3.49	0.000%	0.0	0.0	0.0
	SSJ1						8.60	0.000%	0.0	0.0	0.0
	SSJ1						6.96	0.002%	0.0	0.3	0.3
TOTAL			0.00	100%	660	49,185	3.74	100%	1019	34,151	(15,034)

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**MILPITAS PLANNING COMMISSION
STAFF REPORT**

September 10, 2025

APPLICATION:	NEW INDUSTRIAL BUILDING (WAREHOUSING AND DISTIRBUTION) – 1000 GIBRALTAR DR – P-SD24-0006, – P-EA24-0002, and P-TR25-0021: A request for a Site Development Permit, Environmental Assessment, and Tree Removal Permit to remove and replace 25-ordinance sized trees, demolish all existing structures on the site including four industrial/office buildings, surface parking lots, and associated improvements and develop a new, one-story, 487,564-square foot tilt-up concrete industrial building with office space and associated site improvements on an approximately 28.96-acre site in the M2 (Heavy Industrial) Zoning District located at 1000 Gibraltar Drive (also known as 1001 S. Milpitas Blvd.). The height of the new building will be approximately 46-feet and 6-inches above grade level (up to a maximum height of 49-feet and 6-inches to top of parapet). Proposed site improvements include new internal roadways, landscaping, offsite public improvements, and a new surface parking lot with 781 vehicle parking spaces, 50 oversized parking stalls for tractor-trailers, and 27 loading dock doors. As a Lead Agency, the City has prepared an Addendum to the 1000 Gibraltar Drive Final Environmental Impact Report (SCH No. 2020069024) in accordance with the California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164.
RECOMMENDATION:	Staff recommends that the Planning Commission open and close the public hearing, consider the Addendum to the 1000 Gibraltar Drive Final Environmental Impact Report (SCH No. 2020069024) in accordance with CEQA Guidelines Sections 15162 and 15164, and adopt Resolution 25-012, approving Site Development Permit No. SD24-0006, Environmental Assessment No. 24-0002, and Tree Removal Permit No. 25-0021 subject to the findings and Conditions of Approval.
PROJECT LOCATION:	
<i>Addresses and Assessor's Parcel Number (APN):</i>	1000 Gibraltar Drive (also known as 1001 S. Milpitas Blvd.) / (086-42-033)
<i>Area of City:</i>	West of South Milpitas Boulevard, North and East of Gibraltar Dr.
PEOPLE:	
<i>Project Applicant on behalf of Property Owner:</i>	Steve Beauchamp and Todd Chandler Panattoni Development Company, Sacramento, CA

Consultant(s): Architect: Stantec, Irvine, CA
Civil Engineer: Kier + Wright, Livermore, CA
Landscape Architect: Green Design Landscape Architects, Inc.,
Reno, NV

Project Planner: Kristina Phung, AICP, Senior Planner

LAND USE:

General Plan Designation: Manufacturing (MFG)

Zoning District: Heavy Industrial (M2)

ENVIRONMENTAL:

An Addendum to the 1000 Gibraltar Drive Final Environmental Impact Report (FEIR) (State Clearinghouse No. 2020069024), approved by the Planning Commission on March 24, 2021 (Resolution No. 21-007), has been prepared pursuant to CEQA Guidelines Section 15162 and 15164. The Addendum finds that the impacts of the proposed Project remain consistent with the impacts previously analyzed in the certified FEIR, and no further environmental analysis pursuant to CEQA is required.

EXECUTIVE SUMMARY

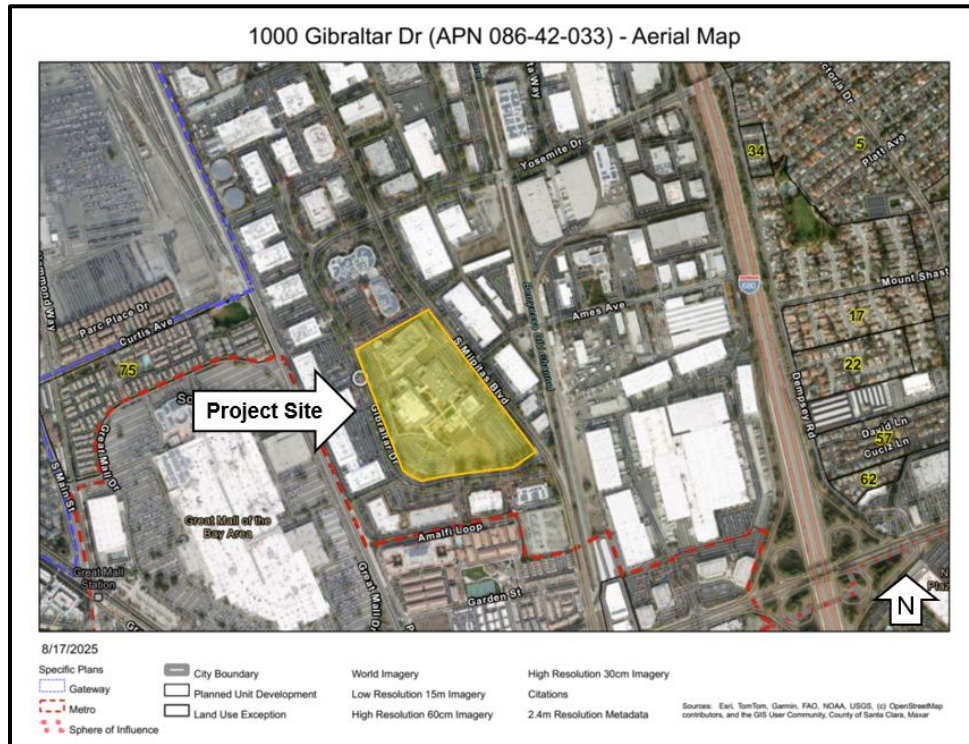
The Applicant, Panattoni Development Company, on behalf of the current property owner, requests Planning Commission approval of the following planning entitlements to apply for building permits to demolish all existing onsite buildings, parking lots, and associated structures to develop a new, 487,564-square foot tilt-up concrete industrial building with associated site improvements for one tenant at 1000 Gibraltar Drive (also known as 1001 S. Milpitas Blvd) (APN: 086-42-033) (the “Project”). The following is a summary of the Applicant’s request:

- Site Development Permit (P-SD24-0006): Develop a new, one-story, 487,564-square foot tilt-up concrete industrial building with office space and associated site improvements on an approximately 28.96-acre site in the M2 (Heavy Industrial) Zoning District located at 1000 Gibraltar Drive (also known as 1001 S. Milpitas Blvd.). The height of the new building will be approximately 46-feet and 6-inches above grade level (up to a maximum height of 49-feet and 6-inches to top of parapet). Proposed site improvements include new internal roadways, landscaping, offsite public improvements, and a new surface parking lot with 781 vehicle parking spaces, 50 oversized parking stalls for tractor-trailers, and 27 loading dock doors; and
- Environmental Assessment (P-EA24-0002): Consider an Addendum to the 1000 Gibraltar Drive Final Environmental Impact Report (State Clearinghouse No. 2020069024) (“Addendum”); and
- Tree Removal Permit (P-TR25-0021): To remove 25-ordinance sized trees pursuant to Section X-2-4.02 of the Milpitas Municipal Code.

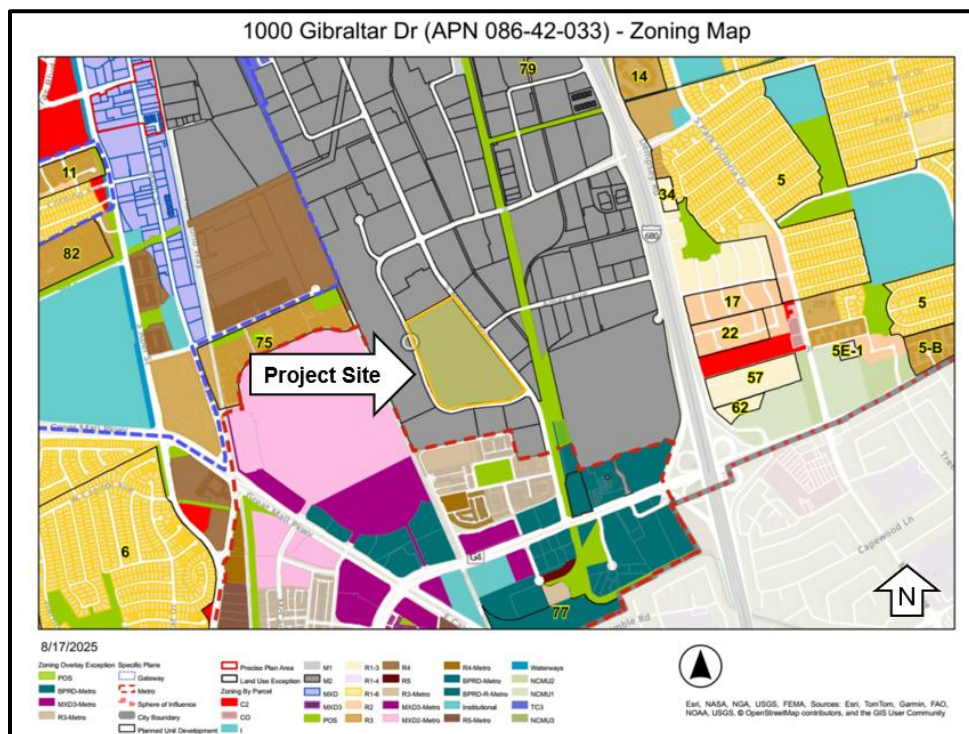
Staff has found that the required entitlements comply with the policies, standards, and processes outlined in the City of Milpitas 2040 General Plan, the Zoning Ordinance, and other provisions of the Milpitas Municipal Code (MMC). Staff recommends that the Planning Commission conduct a

public hearing and adopt Resolution No. 25-012, approving Site Development Permit No. SD24-0006, Environmental Assessment No. EA24-0002, and Tree Removal Permit No. TR25-0021 subject to the findings and attached Conditions of Approval.

Map 1: Project Site with Aerial View



Map 2: Project Site with Zoning Map



BACKGROUND

History

The Project site was historically used as a corporate campus with four existing industrial/office buildings, totaling approximately 397,009-square feet with surface parking lots, ancillary structures, and associated landscaping. Lifescan, Inc., a research and development company specializing in medical devices, was the longest operator of the site until operations ceased in 2015. Lifescan, Inc. acquired the property in 1986 with two existing buildings developed on the site, circa 1980. The third and fourth buildings on the site include a 144,000-square foot research and development building constructed in 1990, and a 125,000-square foot office building constructed in 1996. Subsequent improvements included a building expansion, equipment enclosure, and parking lot alterations.

The City of Milpitas (City) building permit records show minimal and short-term activity with no major long-term tenants on the site between 2015 and ending in late 2017, including minor interior tenant improvements and mechanical/electrical work for two different industrial companies. Overall, the Project site has been vacant since 2018.

Previous Project Iteration - Expired Planning Entitlements on March 21, 2024

On March 24, 2021, the Planning Commission adopted Resolution No. 21-006 and 21-007, approving a Site Development Permit (P-SD19-0008), Tree Removal Permit (P-TR19-0007), and Environmental Assessment (P-EA20-0004) to remove and replace 88 ordinance-size trees with approximately 215 new trees, demolish existing onsite buildings, surface parking lots, and associated improvements, and construct a new 491,040 square-foot tilt-up concrete distribution center with office space, new surface parking lots, and associated site improvements at the Project site. For the environmental assessment, the City as Lead Agency, prepared an Environmental Impact Report (SCH #2020069024) in accordance with the California Environmental Quality Act (CEQA), pursuant to Public Resources Code Sections 21080(d) and 21082.2(d) and CEQA Guidelines Section 15064, that was certified by the Planning Commission on the same date.

After the prior Project entitlements were approved, the former applicant (Overton Moore Properties “OMP”), on behalf of the former property owner (CTC Property, LLC), sold the existing entitlements and Project site to a new property owner. In May 2022, the City received an application for a time extension (P-TE22-0003) pursuant to MMC Section XI-10-64.06, Expiration of Permit or Approvals, for the prior entitlements to allow more time to conduct due diligence regarding the potential business use at the site and did not anticipate obtaining the necessary building permits to vest the planning entitlements before expiring on March 21, 2023. Subsequently, the Planning Commission approved the time extension request on June 22, 2022, to extend the prior entitlements until March 21, 2024.

The prior application was submitted before the global COVID-19 pandemic began and received approval of its entitlements in the midst of the pandemic during unstable market conditions and at a time when costs to construct and finance the development were at its peak. As a result, the potential development was put on hold until speculative market conditions improved, and the prior entitlements were not vested before the extended expiration date. As market conditions began to improve over time, the current property owner wanted to use a new applicant team to propose a similar but modified warehouse and distribution center designed more as a “last mile” facility for one tenant instead of the previous “cross-docking” speculative design for up to two tenants. The

modified Project proposal is summarized above in the Executive Summary and is detailed in the remainder of the staff report.

PROJECT DESCRIPTION

Overview of Proposed Project's Planning Entitlements

On September 19, 2024, Panattoni Development Company (Applicant), submitted a development application for a Site Development Permit, Environmental Assessment, and Tree Removal Permit to demolish all existing onsite buildings, representing 397,009-square feet of industrial/office space, parking lots, and associated improvements, to construct a new, single-story industrial concrete tilt up building, totaling 487,564-square feet in size, with associated site improvements including new internal roadways and surface parking lots, landscaping, and offsite public improvements on a trapezoidal shaped lot located at 1000 Gibraltar Drive, also known as 1001 South Milpitas Boulevard.

The application is submitted pursuant to Milpitas Municipal Code (MMC) Section XI-10-57.03(C), which requires Planning Commission approval for new main buildings. Additionally, although the Heavy Industrial (M2) Zoning District per MMC XI-10.7.03 does not have a maximum building height, the Planning Commission must make a finding that prior to construction of any structure that exceeds 35-feet in height, that such excess height will not be detrimental to the light, air or privacy of any other structure or use currently existing or anticipated.

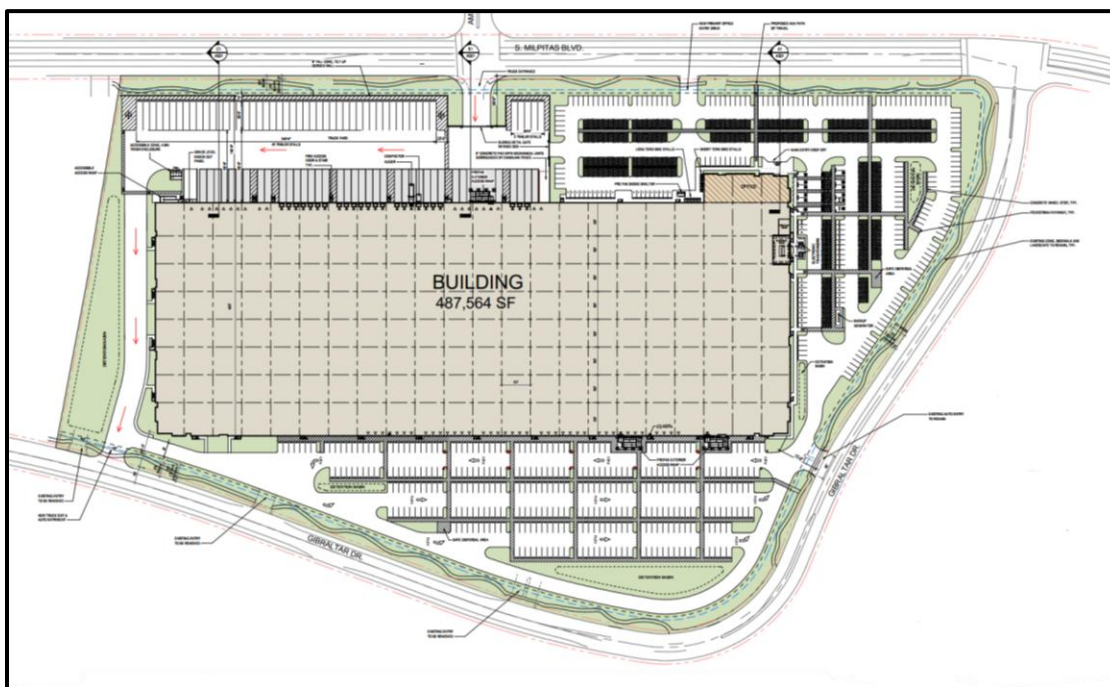
The proposed rectangular-shaped warehouse building will consist of approximately 476,864-square feet of warehouse space and 10,700-square feet of office space located in the southeast corner of the building. The Project includes 27 loading dock doors, 50 oversized trailer parking stalls, 781 vehicle parking stalls, a backup generator, and new stormwater detention basins. The height of the new building will be approximately 46-feet and 6-inches above grade level, up to a maximum height of 49-feet and 6-inches to top of parapet. The Applicant has indicated the Project is designed as a built-to-suit for a major web-based retail tenant with a 36-foot-tall clear vertical height inside the warehouse. The primary proposed use for the new building will be warehousing and distribution, a permitted by right use in the M2 Zoning District and is intended to accommodate one tenant with office space supporting the Project's primary operations.

The Project's new landscaping improvements are proposed around the perimeter of the lot and within portions of the new surface parking lot with new grasses, shrubs, perennials, and trees. Additionally, new stormwater detention basins will be constructed on the site. The Tree Removal Permit proposes to remove 25¹-ordinance sized trees and will meet the minimum 2:1 required planting ratio by adding approximately 234 new trees to the site, in addition to retaining 58 existing trees, bringing the new onsite tree total to approximately 292. Sheets LC1.1 and LC1.2 of the Project Plans (Attachment B) shows details of the proposed landscaping plans.

Figure 1 shows the proposed Project's site plan, and additional specific details of the proposed site and architectural design, access and circulation, and more are discussed under the Project Analysis section.

¹ Per the City's Tree Removal Ordinance per MMC Sec. X-2-7.01 on developed industrial property, a protected tree is designated as one that has thirty-seven-inch (37"), or greater circumference of its trunk measured 4 1/2 feet from the ground. The Project considers the total count for the Tree Removal Permit to remove a total of 25-ordinance sized trees to retroactively account for seven ordinance sized trees removed without a permit between certification of the previous FEIR and the proposed Project's proposal to remove eighteen (18) additional ordinance sized trees.

Figure 1: Proposed Project Site Plan



Location and Context

The Project site is located within the south-central portion of the City, bounded by South Milpitas Boulevard to the east, Gibraltar Drive to the south and west, and by a multi-tenant office building to the north on a 29.86-acre trapezoidal-shaped lot in the Heavy Industrial (M2) Zoning District. The site is surrounded by a mix of one- and two- story industrial and commercial office buildings. Map 1 shows an aerial view of the area and Map 2 shows the existing zoning around the Project site, and Table 1 summarizes the General Plan land use designations and zoning for the Project site and surrounding area.

Table 1: Surrounding Zoning and Land Uses

	General Plan	Zoning	Uses
Subject Site	Manufacturing (MFG)	Heavy Industrial (M2)	Vacant; Industrial/Commercial Corporate Office Campus
North	Manufacturing (MFG)	Heavy Industrial (M2)	Multi-Tenant Industrial/Commercial Office Building
South	Manufacturing (MFG)	Heavy Industrial (M2)	Gibraltar Dr.; Industrial/Commercial Office Building
East	Manufacturing (MFG)	Heavy Industrial (M2)	S. Milpitas Blvd.; Industrial/Commercial Office Buildings

West	Manufacturing (MFG)	Heavy Industrial (M2)	Gibraltar Dr.; Industrial/Commercial Office Building
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PROJECT ANALYSIS

General Plan and Zoning Ordinance Conformance

Milpitas 2040 General Plan

The City's 2040 General Plan land use designation for the Project site is Manufacturing (MFG). The General Plan details the goals, objectives, and policies for the City's Manufacturing land use designation, which encompasses a variety of light and heavy industrial activities, such as manufacturing, packaging, processing, warehousing and distribution, and ancillary support uses at a Floor Area Ratio (FAR) up to 1.0. The proposed Project is in conformance with the applicable policies and standards in the City's General Plan, as outlined in Table 2:

Table 2: General Plan Consistency

Policy	Consistency Finding
ED 1-3: Strengthen the City's position as a premier regional location for high-tech industrial and advanced manufacturing uses in Silicon Valley.	Consistent: The City embarked on a multi-year process to update the City's General Plan in 2016, which included several consultant-prepared studies including economic development projections, which at the time saw increasing potential growth of attracting new high-tech industrial and advanced manufacturing uses in the City. The previously approved project was submitted before the unprecedented global COVID-19 pandemic and was approved in the midst of the pandemic in March 2021, at a time of uncertain economic conditions and high construction costs. As such, construction of the previous project became financially infeasible, resulting in expired entitlements. As economic conditions began to improve over time, renewed interest in redeveloping this subject lot with a modified Project proposal ensued. Approval of the proposed Project would attract an established web-based retail tenant or similar prospective tenants to invest in the site and City as a viable "last mile" warehousing and distribution facility and ensure the lot remains as an industrial use and strengthens the City's position as a premier regional location in Silicon Valley. The Project site is also strategically located near major freeways

	and the Applicant has strategically modified the Project's surface parking lot design from the previously approved entitlements for efficiency, including separating locations for access and circulation for trucks, employee/visitor vehicles, and flex delivery parking in designated areas of the surface parking lot with gates separating internal access into the truck yard area.
ED 1-5: Make Milpitas a more predictable place for companies to do business by reducing impediments to growth and actively planning to provide adequate space for companies to meet long-term growth needs.	Consistent: The proposed Project's new concrete tilt up industrial warehouse building and site planning was carefully modified from the expired entitlements to plan for the future growth of a web-based retail tenant to meet long-term growth needs and add an employment center with local job opportunities. The Addendum prepared to the 1000 Gibraltar Drive Final Environmental Impact Report estimates the Project to generate an average of 363 employees, which also accounts for seasonal fluctuations. The large 28.96-acre site has been vacant and underutilized since 2018, and the City's General Plan 2040 prioritizes the maintenance of its industrial lands with active uses and tenants that are consistent the intent of the Manufacturing land use designation. Additionally, the City's Office of Economic Development provided a letter of support for the Project (Attachment C).
LU 7-3: Encourage the development of new industrial, manufacturing, and business park areas and the redevelopment of existing older or marginal areas with new similar uses, especially those in locations which facilitate efficient multi-modal commute patterns. Use available public financing to provide necessary infrastructure improvements to encourage economic development and revitalization.	Consistent: The redevelopment of the existing, outdated, and underutilized site will lead to a new state-of-the-art modern industrial warehousing building with careful site planning, such as locating all oversized trucks and trailers in the parking lot to be separated by different entry points with two protective gates, while ensuring adequate parking, access and circulation remains for other passenger vehicle types with new improved pedestrian walkways. Through these ongoing coordination efforts with City staff, the Applicant has agreed to several off-street public improvements including but not limited to pavement restoration along portions of Gibraltar Drive

	and S. Milpitas Blvd., sidewalk replacements along perimeter of the lot to meet ADA requirements, and operational upgrades to traffic signals at the S. Milpitas Blvd./Ames Avenue and Gibraltar Drive intersections. The improvements will be coordinated by the City's Engineering Division with the Applicant and are included as Conditions of Approval (Exhibit 1 to Resolution 25-012).
<i>CD 1-2: Encourage infill development projects to accommodate contemporary uses and design and planning approaches and requirements in manner that minimizes conflicts with the surrounding existing development.</i>	Consistent: This infill Project will accommodate a new warehouse/distribution building to serve the needs of a contemporary business that would be constructed with a modern design to replace a dilapidated corporate industrial office campus site that was constructed over 45 years ago around 1980. The Project site is surrounded by a mix of other commercial, office, manufacturing, and industrial uses and the Project will retain its industrial land use. Therefore, the proposed Project will not create a conflict with the surrounding development and will add to the diversity of contemporary building types in the area.

Zoning Ordinance

The zoning designation for the Project site is Heavy Industrial (M2), defined by the Zoning Ordinance per MMC Section XI-10-7.01 as reserved for the construction, use, and occupancy of buildings and facilities for office, research, general manufacturing, warehousing and distribution and other uses compatible with the district. The proposed Project will construct a facility for warehousing and distribution, which is a permitted by right use, and will be designed as a last mile facility. The Project is consistent with the City's development standards for the M2 Zoning District, as outlined in Table 3.

Table 3: Heavy Industrial (M2) Zoning District Development Standards Conformance

Standards	M2 Requirements	Proposed	Complies
Front Setback (Min.)	35 feet from face of curb	65 feet, 9 inches	Yes
Street Side Setback (Min.)	35 feet from face of curb	73 feet	Yes
Rear Setback (Min.)	None	217 feet	Yes

Standards	M2 Requirements	Proposed	Complies
Floor Area Ratio (FAR)	1.0	0.387	Yes
Landscaping	Required front yard area and required side yard area	New landscaped areas within required front yard and side yard areas	Yes
Parking	Office: 1 per 350 sq. ft. Warehouse: 1 per 1,500 sq. ft. 349 stalls required	781 stalls	Yes
Building Height (Max.)	None. However, prior to construction of any structure that exceeds three (3) stories or thirty-five (35) feet in height, the Planning Commission must make a finding as stated in the Complies column	46 feet, 6 inches; up to 49 feet, 6 inches to top of parapet	Yes, if the Planning Commission makes the following finding: That any such excess height will not be detrimental to the light, air or privacy of any other structure or use currently existing or anticipated.

Proposed Project Details

Specific details about the proposed Project are provided below to aid the Planning Commission in making its decision:

Site & Architectural Design

The Applicant has maintained a similar modern and contemporary design concept from the previously entitled/expired project iteration, which will improve the architectural design on the site when compared to the existing onsite buildings. Figure 2 shows a partial ground level view from the parking lot of the existing vacant one- to two-story industrial/office buildings with an outdated architectural style constructed around 1980. Although the Project will be one-story tall overall, the exterior façade of the Project includes three, two-story glass corners including a prominent main entry for the office as seen from S. Milpitas Boulevard and surrounding site vantage points while the bulk of the structure is offset by various façade movement and vertical undulation (Figure 3). Clearstory glazing occurs frequently on the exterior façade between the building corners to allow for ample natural light into the building. Concrete panel elements are used as accent pieces and multi-colored paint patterning breaks down the scale of the concrete tilt-up walls on all elevations of the building.

The proposed Project's façade includes a total of four different paint colors including three contrasting gray shades and one blue accent shade. Two different glass materials would be included, providing contrasting glazing colors as a darker color (spandrel glass) and a lighter color (vision glass), adding additional visual appeal to the warehouse building. Additional elevation drawings are provided in Sheets A301 and A302 of the Project Plans (Attachment B). Figures 4

and 5 provide realistic renderings of the proposed Project's design and massing. Overall, the proposed Project incorporates high-quality site planning, materials, and building design so the Project meets the intent of the General Plan goals and policies and the development standards of the M2 Zoning District.

Figure 2: Partial View of Existing Onsite Buildings



Figure 3: Enlarged North Elevation View from S. Milpitas Blvd.

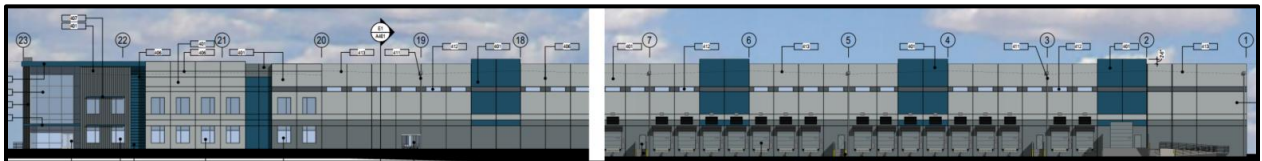


Figure 4: Southwest Corner Exterior Façade Rendering View from S. Milpitas Blvd.



Figure 5: Aerial Rendering View of Truck Yard from S. Milpitas Blvd.



Access, Circulation, and Parking

The access and circulation for the Project has been designed to ensure the safe and efficient movement of cars and trucks throughout the site, including designated areas for trucks, employee/visitor parking, and flex delivery drivers. Construction of the Project would involve modifying seven existing driveways/curb cuts into four and include new surface parking lots. A total of four driveways ranging in widths of 30- to 50-feet would be provided along South Milpitas Boulevard and Gibraltar Drive, with two at each street frontage.

On Gibraltar Drive, the existing 45-foot driveway along the southern property line will remain, two existing driveways along the western property line will be removed, and an existing driveway entry along the northwest corner of the lot will be removed and relocated slightly south with a new 40-foot-wide driveway to accommodate the new truck exit route and automobile ingress and egress. On South Milpitas Boulevard, the existing 50-foot-wide driveway along the intersection of Ames Avenue and South Milpitas Boulevard will remain for truck route entry, and a new 26-foot-wide driveway will be constructed south of the truck access entry as the primary driveway entrance for staff and visitors to park by the office.

To ensure the safe access and circulation of the oversized trucks, a designated one-way entry and exit route has been designed as part of the Project. The trucks are proposed to enter at the South Milpitas Boulevard and Ames Avenue intersection and travel north to either use loading truck docks or oversized trailer parking. To exit, they would travel west along the northern side of the lot on a new one-way internal driveway path to exit onto Gibraltar Drive. The northwestern portion of the parking lot is designed to be limited to the larger trucks and will be protected by immediate entry from passenger vehicles with the installation of two new sliding metal gates with Knox boxes, one located at the driveway entrance of South Milpitas Boulevard and Ames Avenue, with the second gate proposed south of the end of the designated truck parking and loading area. No other internal driveways would be gated. Additionally, the truck parking area would be screened along the South Milpitas Boulevard frontage with a new 8-foot-tall concrete tilt up screen wall.

Employee and visitor parking wraps around the southeast corner of the lot to be located adjacent to the office entry. Additionally, flex delivery parking stalls are allocated to the western elevation of the building. Figure 1 shows the site plan and the aforementioned designated areas for parking and circulation between the trucks including the truck access route shown with red arrows, employees/visitors, and flex delivery drivers.

The total floor area of the proposed building is 487,564-square feet, with 10,700-square feet of office space and 476,864-square feet of warehouse space. The City's Zoning Ordinance requires the following parking ratios:

- One parking space for every 350-square feet of office space; and
- One parking space for every 1500 square feet of warehouse space.

Therefore, the Project requires a minimum total of 318 parking stalls. However, the proposed Project is providing 781 surface parking stalls, resulting in a surplus of 463 parking stalls. Of these parking stalls, 90 stalls would be prepared as electric vehicle (EV) ready and 20 stalls as an Electric Vehicle Charging Station (EVCS). In addition, the Project includes 50 oversized trailer stalls, 27 loading docks, and 24 bicycle parking stalls (12 short-term, 12-long term) with the exterior of the building flexibly designed in consideration of future tenant needs with 55 knock out panels and one grade level knock out panel that could be converted into loading docks.

The City's Transportation and Traffic Engineering Division and the Fire Prevention Division staff reviewed the proposed site plan with its new circulation and ingress/egress routes to meet minimum requirements and have provided conditional approvals to the Project as included in Exhibit 1 of Attachment A.

Local Transportation Analysis (LTA) and Vehicle Miles Traveled (VMT) Analysis

In compliance with the City's Transportation Analysis Guidelines and CEQA Guidelines Section 15064.3(b), the proposed Project had an LTA and VMT analysis prepared by the traffic engineering and transportation firm, NV5, included as Appendix D to the Addendum as Appendices D.1 and D.2, respectively (Attachment G). The City's Traffic and Engineering staff reviewed the scope of work for the LTA report in compliance with the City's Transportation Analyses and closely coordinated with the Applicant and NV5.

The LTA and VMT reports confirm that the proposed Project aligns with the City's 2040 General Plan, Valley Transportation Authority (VTA) standards, and Plan Bay Area 2040, with no conflicts in circulation systems for vehicles, bicycles, pedestrians, or transit. The Project incorporates 24 bicycle parking spaces, ADA-compliant pedestrian connections, and is located in close proximity (0.4-miles away) to the Milpitas BART station and transit center to support multimodal access.

The LTA reviewed intersection level of service (LOS) and queuing at 12 study intersections and found all intersections to remain acceptable under existing (2024), near-term (2026), and horizon year (2040) conditions with minimal delay increases, that emergency access is maintained via the four driveways with adequate turning radii, with no identified no geometric design hazards.

The VMT analysis found that the VMT impacts are less than significant per CEQA Guidelines and City thresholds due to delivery efficiencies related to using the site for one tenant compared to the previous project's two tenants and via the implementation a Travel Demand Management (TDM) mitigation measure (MM TRANS-1) (Exhibit 3 of Attachment A), requiring an employee

commute trip reduction program. Overall and as further discussed in the Addendum to the 1000 Gibraltar Drive FEIR, the proposed Project will have no new or more severe identified VMT impacts compared to the previously entitled project.

Building Height

The Heavy Industrial (M2) Zoning District development standards do not prescribe a maximum building height. However, per MMC XI-10-7.03, prior to the construction of any structure that exceeds three (3) stories or thirty-five (35) feet in height in this zoning district, the Planning Commission must make the following finding: “That any such excess height will not be detrimental to the light, air or privacy of any other structure or use currently existing or anticipated.”

To assist the Planning Commission in making the finding, the following facts are provided:

- The previously approved project for a similar building required the same Planning Commission request for excess height and was proposed at a maximum height of 44-feet to the top of parapet with a 36-foot clear interior height. In comparison, the proposed Project also proposes the same internal height clearance, with a maximum building height to the top of the parapet at 49.5-feet to accommodate structural and roof elements.
 - o The City’s Planning Code per MMC XI-10-55.02(B), Structures Permitted Above Height Limit, allows exceptions to height as such roof structures housing elevators, stairways, tanks, ventilating fans or other similar equipment required to operate the building may be necessary, and as screened per MMC XI-10-54.16, Trash Enclosures, Equipment and their Screening. This section requires all rooftop equipment to be screened and not visible from any ground-level viewpoint such as the parking lot or public right of way. The Applicant has demonstrated compliance with this code section by including a line-of-sight study on Sheet A501 of the Project Plans (Attachment B), and allowing the Project’s increased height to account for the parapet walls would allow for adequate rooftop equipment screening.
- The Applicant has indicated that industry standards for industrial warehouses now favor a minimum 36- to 40-foot-tall internal ceiling height for density and cost savings, as lower heights limit scalability and competitiveness. The additional height allowance would allow the warehouse to accommodate taller pallet racking (up to 6-7 levels vs. 5 at 32-35-feet of internal ceiling feet), increases storage capacity by 15-25% without expanding the footprint and allows more surface parking to be provided. Allowing the additional height also supports automated material handling equipment (e.g., forklifts reaching over 35-feet), fire suppression systems, and efficient vertical stacking for high-volume e-commerce/delivery operations.
- The proposed building will be centered towards the middle of the expansive 28.96-acre lot and surrounded by surface parking lots with new landscaping and tree improvements. The property only abuts one lot to the north, with the remainder of the property further substantially separated from any other adjacent lots with existing structures to the east, west, and south by two major arterial roadways, Gibraltar Drive and South Milpitas Boulevard. The surrounding lots also have one- to two-story industrial office/commercial buildings, with a majority of the neighboring buildings constructed closer to their rear property line with a larger portion of surface parking lot in the front, providing greater distance separation. Additionally, no existing residential development is immediately surrounding the subject property.

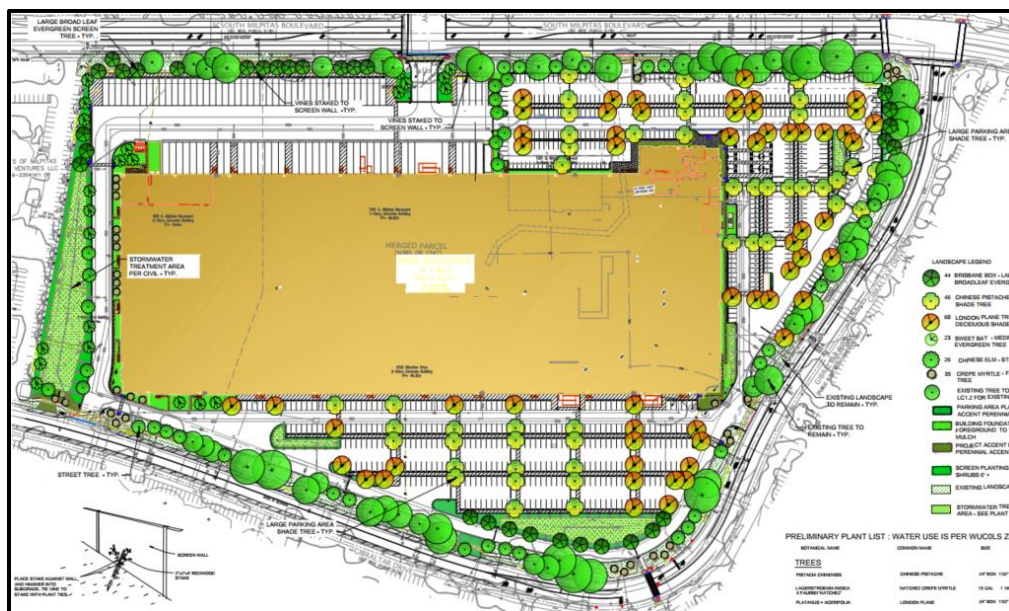
Figures 4 and 5 show renderings of the scale, bulk, and design of the Project relative to its surroundings and while considering all of the above facts, demonstrates that the Project's excess height request over 35-feet will not be detrimental to the light, air or privacy of any other structure or use currently existing or anticipated.

Landscaping and Tree Removal Permit

The M2 Zoning District requires landscaping along the required front and street side yard areas of industrial projects. The proposed Project's landscaping plan as shown in Figure 6 is in compliance as it places heavy emphasis on a strong street frontage tree layout with new and existing trees and retains existing groundcover landscaping along the perimeter of the lot, as well as incorporates landscaping improvements at driveway and pedestrian entries. New groundcover and tree plantings are also proposed within parking areas of the new surface parking lot. Additionally, stormwater infrastructure, in the form of detention basins, would be incorporated into onsite landscaping and open space with larger basins located along the Project site's northern boundary and southwestern corner.

The proposed Project would remove 25 of the existing 98 onsite trees that classify as protected/ordinance sized trees under MMC Section X-2-7.01, but would include the planting of 234 new trees, exceeding the required tree replacement ratio of 2:1. The new planted trees would range in size from a minimum of 15 gallons or 24-inch box size. The Project would also retain approximately 58 existing trees along the perimeter of the lot, for a net total of approximately 292 trees. Overall, the Project will be increasing the urban canopy on this site from its existing condition. Refer to the landscaping sheets LC1.1 and LC1.2 of the Project Plans (Attachment B) for details.

Figure 6: Proposed Landscaping Plan



Lighting

The exterior lighting is required per MMC XI-10-54.17 to be shielded or recessed so that direct glare and reflections are contained within the boundaries of the parcel and directed downward

and away from adjoining properties and public rights-of-way, which is demonstrated on Sheets E101, E201, and E301 of the Project Plans (Attachment B).

Offsite Public Improvements

The City's Traffic and Engineering Division worked closely with the Applicant on required offsite public improvements to improve and maintain the surrounding transportation network as a result of construction and operation of the proposed Project. Details of the Project's required offsite public improvements are listed in the attached Conditions of Approval (Exhibit 1 of Attachment A). Some of the offsite public improvements include equipment upgrades to traffic signals at the South Milpitas Boulevard/Ames Avenue and South Milpitas Boulevard/Gibraltar Drive intersections, replacement of non-ADA compliant sidewalks along South Milpitas Boulevard and Gibraltar Drive to meet ADA requirements, replacement of existing curb ramps for ADA accessibility, and crosswalks/curb ramps at the northern/western leg of South Milpitas Boulevard/Ames Avenue, and replacement of curb ramps at the intersection of South Milpitas Boulevard/Gibraltar Drive with new sidewalks meeting the City's standard engineering requirements.

The Applicant will also provide improvements to the existing conditions of public roadways immediately surrounding the Project site. Pavement restoration efforts will include the installation of full street width concrete repairs and improvements on Gibraltar Drive and the intersection of Gibraltar Dr./South Milpitas Boulevard by including a 3-inch Asphalt Concrete (AC) grind and overlay (G&O) layer. Other pavement restoration efforts will include full street width crack and slurry seal on South Milpitas Blvd. along the Project site's frontage with base repairs as needed. Restriping of both South Milpitas Blvd. and Gibraltar Dr. will occur after pavement restoration efforts have been completed.

Utilities and Infrastructure

The proposed Project would connect to the City's existing utility and service systems and would include the construction of sanitary sewer lines that would connect to two existing sanitary sewer lines in South Milpitas Boulevard and Gibraltar Drive. Existing fire hydrants on South Milpitas Boulevard and Gibraltar Drive would serve the proposed Project. An existing fire hydrant on South Milpitas Boulevard would be relocated to the east to allow for driveway access. The proposed Project's new domestic water lines would connect to 8- to 14-inch water lines on South Milpitas Boulevard. Fire service water would be served to the Project site via connections in Gibraltar Drive. Electricity would be provided by Pacific, Gas, and Electric Company (PG&E), which currently serves the site.

Drainage

The proposed Project would construct new detention basins and storm drains that would connect to existing 15- to 18-inch storm drains on-site and on Gibraltar Drive. The proposed Project includes the construction of Low Impact Development (LID) stormwater management systems, including proposed bioretention treatment and pervious pavement (self-retaining) areas, which would allow stormwater runoff from the Project site to infiltrate the ground surface and would treat, as well as reduce runoff from the site. As shown in the proposed civil and landscaping plans, a combination of on-site bioretention basins and landscaping will be used to manage stormwater runoff on the Project site. All drainage facilities will comply with the C.3 design requirements of the Santa Clara Valley Urban Runoff Pollution Prevention Program and will be assessed by the City's Engineering Division in detail during the building permit review phase.

Development Fees

The Project is subject to the following impact fees and have been added as Conditions of Approval:

Public Art Fee

The Project will comply with the City's Public Art Requirements for Private Development, as set forth in MMC Section XI-10-14. This fee is currently set at one-half of one percent of building development costs. The proposed Project will pay the fee based on the construction valuation at the building permit issuance.

Non-Residential Affordable Housing Impact Fee

In accordance with MMC Sections XII-1-5.01 and XII-1-5.02, the Applicant is required to pay a non-residential affordable housing impact fee, which shall be paid prior to issuance of the building permit. This fee is subject to change and will be officially calculated during the building permit review process once the gross non-residential space is finalized and the building permit is close to approval.

Engineering Division Impact Fees

The Applicant will have to pay for any necessary utility connection fees as required by the City's Engineering Division and detailed in the attached Conditions of Approval as applicable, including but not limited to water, sewer, and wastewater treatment. The Applicant may also have to contribute to the Calaveras Boulevard Widening Traffic Impact Fee pursuant to Resolution No. 7894. The fee rates are subject to change and the exact fee amount is calculated at the time of building permit issuance. All fees must be paid prior to building permit issuance.

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 for the new building, the following findings must be made pursuant to Milpitas Municipal Code Section XI-10-57.03(F)(1):

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 proposed Project's architecture is reflective of a modern and 'Contemporary' architectural style that incorporates various wall planes and massing elements that adds interest to the proposed elevations and was modeled to be similar from the previously approved building. The high-quality architecture sets a new standard for future development in the heavy industrial zoned area. Although the proposed warehouse will be one-story tall, the proposed architectural design with alternating colors, delineations, and materials provides the illusion that the building could be more than one-story. The exterior façade of the Project includes three, two-story glass corners including the main office entry and surrounding site vantage points while the bulk of the structure is offset by various

façade elements including concrete panel accents and multi-colored paint patterns with three different shades of gray and a blue accent trim and two types of blue-glazed glass.

The proposed landscaping plan is compatible as it adds a variety of drought tolerant groundcovers and approximately 234 new trees, in addition to retaining approximately 58 existing trees along the perimeter of the site and will include modern stormwater bioretention areas. The proposed new surface parking lots will also be a substantial improvement from the existing unmaintained site with new striped parking stalls, EV ready and EV charging stalls, landscaping, and delineated areas for trucks, employee/visitor parking, and flex delivery drivers.

Generally, buildings surrounding the Project site vary in height. At a maximum height of 46.5-feet up to 49.5-feet to the top of parapet, the proposed building complements neighboring one- to two-story buildings that are also industrially zoned uses. The varying rooflines add to the building's aesthetic and the Applicant has provided line of sight studies in the proposed plan set to ensure that rooftop equipment is adequately screened by parapets from any ground or street level vantage point, as well as realistic renderings which demonstrate that the proposed Project will be compatible to the neighborhood in scale, bulk, and height and will be aesthetically harmonious with adjacent and surrounding development.

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

The Project site is zoned M2 (Heavy Industrial). It is anticipated that the facility would operate as a warehousing and distribution center and is a permitted use per MMC Table XI-10-7.02-1 "Industrial Zone Uses". As demonstrated in Table 3, the Project complies with the required setbacks, number of parking spaces, landscaped area, and maximum floor area ratio. The proposed signage will be reviewed under a future separate permit.

Although the M2 Zoning District does not identify any maximum height limits, the construction of any new building greater than 35-feet in height requires the Planning Commission to make a finding that any such excess height will not be detrimental to the light, air or privacy of any other structure or use currently existing or anticipated, pursuant to MMC XI-10-7.03. Given that heights of surrounding structures vary and there are sufficient setbacks between the proposed building and structures on adjacent parcels and the Project would be largely centered around the surface parking lot in a large 28.96-acre lot, the proposed height of the Project would not be detrimental to the light, air, or privacy of any other structure as further demonstrated by the renderings on Sheet A601 of the Project Plans (Attachment B).

Additionally, during the development review process, Planning staff asked the Applicant if it was feasible to reduce the maximum height of the building to 35-feet or below; however, the Applicant indicated that the proposed height is the minimum required height necessary for the feasibility of the development to occur and support the operations of the Project, provides more storage and shelving capacity, and is the industry standard to include interior ceiling heights at a minimum of 36-40 feet. Considering all of the above and if the Planning Commission grants the excess height beyond 35-feet at approximately

46-feet and 6-inches (up to 49-feet and 9-inches to top of parapet) with an internal 36-foot clear ceiling height, the Project will be consistent with the Milpitas Zoning Code.

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, and particularly Policy *ED 1-5*, which wants to make Milpitas a more predictable place for companies to do business by reducing impediments to growth and actively planning to provide adequate space for companies to provide long-term growth needs, and Policy *LU 7-3*, which encourages the development of new industrial areas and the redevelopment of existing older or marginal areas with new similar uses, especially those in locations which facilitate efficient multi-modal commute patterns. The proposed Project will be developed on an existing corporate industrial/office campus lot spawning 28.96-acres that has been underutilized and vacant since 2018 and is over 45 years old. The Project is also considered an infill development on previously developed land and will be served by existing utilities and will ensure the land continues to be used as an industrial use, providing a desired manufacturing land use as a warehousing and distribution center that is specifically listed in the General Plan's description for Manufacturing (MFG). The City's Office of Economic Development has also provided a letter of support. Furthermore, reinvestment into the Project site will help promote additional economic activity into the area and employment opportunities, as well as provide offsite public improvements that was coordinated closely with the Applicant and City's Engineering Division.

ENVIRONMENTAL REVIEW

The City as Lead Agency determined that pursuant to CEQA Guidelines Sections 15162 and 15164 (Addendum to an EIR or Negative Declaration), an Addendum to the 1000 Gibraltar Drive FEIR (SCH No. 2020069024) should be prepared for the proposed Project and was published on the City's website on September 5, 2025. Sections 1.2.1 (Findings) and 1.2.2 (Conclusions) of the Addendum finds that the impacts of the proposed Project remain consistent with the impacts previously analyzed in the certified 1000 Gibraltar Drive FEIR. The Addendum further concludes that proposed Project does not require any substantial revisions to the 1000 Gibraltar Drive FEIR, and that no new significant information or changes in circumstances surrounding the proposed Project have occurred since the certification of the 1000 Gibraltar Drive FEIR, and that no subsequent EIR is necessary.

As required by Public Resources Code Section 21081.6(a)(1), an updated Mitigation Monitoring and Reporting Program (MMRP), adapted from the FEIR, was prepared and requires the relevant applicable mitigation measures from the FEIR to apply to the Addendum. The Addendum and its MMRP included as Exhibits 2 and 3 of Attachment A: Resolution No. 25-012, and the supporting technical reports and information to the Addendum included as Attachments D-G to this staff report, demonstrates that the previous analysis completed for the 1000 Gibraltar Drive FEIR remains adequate under CEQA; therefore, no further environmental review is required.

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 August 29, 2025. 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; and
2. Close the Public Hearing; and
3. Determine that the Addendum to the 1000 Gibraltar Drive Final Environmental Impact Report (State Clearinghouse No. 2020069024) adequately analyzes the potential environmental impacts associated with the Project, and that the Addendum is in compliance pursuant to CEQA Guidelines §15162 and §15164; and
4. Adopt Resolution No. 25-012, recommending that the Planning Commission approve Site Development Permit No. SD24-0006, Environmental Assessment No. EA24-0002, and Tree Removal Permit No. TR25-0021, subject to the findings and attached Conditions of Approval.

ATTACHMENTS

A: Resolution No. 25-012, with:

Exhibit 1: Conditions of Approval;

Exhibit 2: Addendum to 1000 Gibraltar Drive FEIR; and

Exhibit 3: MMRP to the Addendum to 1000 Gibraltar Drive FEIR

B: Project Plans (dated August 8, 2025)

C: Project Letter of Support from the City's Office of Economic Development

D: Appendix A to Addendum (AQ-GHG-Energy Supporting Reports)

E: Appendix B to Addendum (Biological Resources Supporting Reports)

F: Appendix C to Addendum (Cultural Resources Supporting Reports)

G: Appendix D to Addendum (Transportation Supporting Reports)

RESOLUTION NO. 25-012

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MILPITAS, APPROVING SITE DEVELOPMENT PERMIT NO. SD24-0006, ENVIRONMENTAL ASSESSMENT NO. EA24-0002, AND TREE REMOVAL PERMIT NO. TR25-0021, TO REMOVE AND REPLACE 25-ORDINANCE SIZED TREES, DEMOLISH ALL EXISTING STRUCTURES ON THE SITE INCLUDING FOUR INDUSTRIAL/OFFICE BUILDINGS, SURFACE PARKING LOTS, AND ASSOCIATED IMPROVEMENTS, AND DEVELOP A NEW, ONE-STORY, 487,564-SQUARE FOOT TILT-UP CONCRETE INDUSTRIAL BUILDING WITH OFFICE SPACE, SURFACE PARKING LOTS, 781 VEHICLE PARKING SPACES, 50 OVERSIZED TRUCK TRAILER PARKING SPACES, AND ASSOCIATED SITE IMPROVEMENTS ON AN APPROXIMATELY 28.96-ACRE SITE IN THE M2 (HEAVY INDUSTRIAL) ZONING DISTRICT LOCATED AT 1000 GIBRALTAR DRIVE (ALSO KNOWN AS 1001 S. MILPITAS BLVD.) (APN 086-42-033); AND ADOPT THE ADDENDUM TO THE 1000 GIBRALTAR DRIVE FINAL ENVIRONMENTAL IMPACT REPORT (SCH NO. 2020069024), MAKING CEQA FINDINGS PURSUANT TO CEQA GUIDELINES SECTION 15162 AND 15164.

WHEREAS, on March 24, 2021, by adoption of Resolution No. 21-006, the Planning Commission of the City of Milpitas approved to demolish existing onsite buildings, parking lots, and associated improvements and to remove and replace 88 ordinance-sized trees, construct a new, 491,040-square foot tilt-up concrete distribution center with office space, parking lots, 346 vehicle parking spaces, 101 truck trailer spaces, and associated site improvements located at 1000 Gibraltar Drive per Site Development Permit No. SD19-0008, Environmental Assessment EA20-0007, and Tree Removal Permit TR19-0007 (the “previous project”); and

WHEREAS, in order to evaluate the previous project under the California Environmental Quality Act (“CEQA,” codified at Public Resources Code § 21000, *et seq.*, as further governed by the CEQA Guidelines, found at 14 C.C.R. § 15000, *et seq.*), an environmental impact report was prepared (the Draft EIR, as revised by the Final EIR’s errata section, together with the other sections of the Final EIR, are collectively referred to herein as the “1000 Gibraltar Drive FEIR,” State Clearinghouse No. 2020069024) was certified on March 24, 2021, by the Planning Commission by adoption of Resolution No. 21-007 available for review at <https://www.milpitas.gov/379/Environmental-Documents-CEQA>; and

WHEREAS, on June 22, 2022, by adoption of Resolution No. 22-008, the Planning Commission of the City of Milpitas approved a time extension request per Time Extension No. TE22-0005 to extend the expiration date of the previous project’s entitlements, Site Development Permit No. 19-0008 and Tree Removal Permit No. TR19-0007 to March 24, 2024. The approved project entitlements expired as the development did not vest the previous project per Milpitas Municipal Code Section XI-10-64.06, Expiration of Permit or Approvals, and was not constructed; and

WHEREAS, on November 25, 2024, Panattoni Development Company (“Applicant”), on behalf of the property owner, submitted an application to the City of Milpitas for the approvals

necessary for Site Development Permit SD24-0006, Environmental Assessment EA24-0002, and Tree Removal Permit TR25-0021. The proposed development (the “Project”) is a similar but modified version of the previous project, thus consists of and requires:

- a. *Site Development Permit (P-SD24-0002)*: Develop a new, one-story, 487,564-square foot tilt-up concrete industrial building with office space and associated site improvements, including new internal roadways, landscaping, offsite public improvements, and a new surface parking lot with 781 vehicle parking spaces, 50 oversized parking stalls for tractor-trailers, and 27 loading dock doors; and
- b. *Environmental Assessment (P-EA24-0002)*: Consider an Addendum to the 1000 Gibraltar Drive Final Environmental Impact Report (State Clearinghouse No. 2020069024); and
- c. *Tree Removal Permit (P-TR25-0021)*: To remove 25-ordinance sized trees pursuant to Section X-2-4.02 of the Milpitas Municipal Code.

WHEREAS, Milpitas City Staff conducted a full analysis of the Project to ensure compliance with the City’s General Plan, Zoning Ordinance, Engineering Design Requirements, Transportation Analysis Guidelines, and all other applicable laws, regulations and standards, as all further explained in detail in City staff’s report to the Planning Commission; and

WHEREAS, the Planning Division completed an environmental impact assessment for the project in accordance with the California Environmental Quality Act (“CEQA”) and prepared an Addendum to the 1000 Gibraltar Drive FEIR in accordance with CEQA, and State and local guidelines implementing CEQA; and

WHEREAS, the Addendum to the 1000 Gibraltar Drive FEIR concluded that impacts of the proposed Project are consistent with or less than the previous project and the environmental analysis conducted for the same;

WHEREAS, in connection with the approval of a project involving the preparation of an environmental impact report that identifies one or more significant effects, CEQA requires the decision-making body of the lead agency to incorporate feasible mitigation measures that would reduce those significant environment effects to less than significant level; and

WHEREAS, whenever a lead agency approves a project requiring the implementation of measures to mitigate or avoid significant effects on the environment, CEQA also requires a lead agency to adopt a Mitigation Monitoring and Reporting Program to ensure compliance with the mitigation measures during the project implementation; and

WHEREAS, the City of Milpitas is the lead agency, and the Milpitas Planning Commission is the decision-making body for the proposed Project; and

WHEREAS, the Milpitas Planning Commission reviewed and considered the Addendum to the 1000 Gibraltar Drive FEIR (“Addendum”), attached hereto and incorporated herein as

Exhibit 2, together with the Addendum's Mitigation Monitoring and Reporting Program for the Project, attached hereto and incorporated herein as **Exhibit 3**, and adopted the Addendum's Mitigation Monitoring and Reporting Program, as modified by this Resolution, to ensure the Project is in compliance with CEQA and State and local guidelines implementing CEQA at its meeting on September 10, 2025; and

WHEREAS, per 14 C.C.R. §§ 15162 and 15164, the Planning Commission hereby adopts the Addendum, together with its findings and conclusions that no supplemental or subsequent environmental review is required because: (a) no substantial changes are proposed in the Project which will require major revisions of the 1000 Gibraltar Drive FEIR; (b) no substantial changes have occurred with respect to the circumstances under which the Project is being undertaken which will require major revisions in the 1000 Gibraltar Drive FEIR; and (c) no new information which was not known and could not have been known at the time the 1000 Gibraltar Drive FEIR was certified has become available; and

WHEREAS, as separate and independent bases, the Planning Commission hereby finds and determines that the Project is exempt from further CEQA review pursuant to CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning); and

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

WHEREAS, on September 10, 2025, the Planning Commission held a duly noticed public hearing on the subject application, at which all those in attendance were given the opportunity to speak on the Project; and

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

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

SECTION 1. Recitals

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

SECTION 2: Record

The location and custodian of the documents or other material which constitute the record of proceedings upon which this decision is based is within the Planning Department, City of Milpitas, 455 East Calaveras Boulevard, Milpitas, California 95035.

SECTION 3. CEQA Finding

An Addendum to the 1000 Gibraltar Drive Final Environmental Impact Report (FEIR) (SCH No. 2020069024) was published on September 5, 2025. The Addendum finds that the impacts of the proposed Project remain consistent or less than with the impacts previously analyzed in the certified 1000 Gibraltar Drive FEIR. The Addendum further concludes that proposed Project does not require any substantial revisions to the 1000 Gibraltar Drive FEIR, that no new significant information or changes in circumstances surrounding the proposed Project have occurred since the certification of the 1000 Gibraltar Drive FEIR, and that the previous analysis completed for the 1000 Gibraltar Drive FEIR remains adequate under CEQA. As further discussed in the Addendum, the Addendum's Mitigation Monitoring Reporting Program (MMRP) has been updated to identify the relevant mitigation measures applicable to the Project from the 1000 Gibraltar Drive FEIR's MMRP. The Planning Commission therefore finds that its actions are consistent with CEQA and CEQA Guidelines Sections 15162 and 15164, and that no additional environmental review is required. Therefore, the Planning Commission thereby approves and adopts this Addendum and its Mitigation Monitoring and Reporting Program, attached hereto and incorporated herein as **Exhibit 2** and **Exhibit 3**, respectively.

SECTION 4. Site Development Permit (MMC Section XI-10-57.03(F))

The Planning Commission makes the following findings based on the evidence in the public record in approving Site Development Permit No. SD24-0006:

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 proposed Project's architecture is reflective of a modern and 'Contemporary' architectural style that incorporates various wall planes and massing elements that adds interest to the proposed elevations and was modeled to be similar from the previously approved building. The high-quality architecture sets a new standard for future development in the heavy industrial zoned area. Although the proposed warehouse will be one-story tall, the proposed architectural design with alternating colors, delineations, and materials provides the illusion that the building could be more than one-story. The exterior façade of the Project includes three, two-story glass corners including the main office entry and surrounding site vantage points while the bulk of the structure is offset by various façade elements including concrete panel accents and multi-colored paint patterns with three different shades of gray and a blue accent trim and two types of blue-glazed glass.

The proposed landscaping plan is compatible as it adds a variety of drought tolerant groundcovers and approximately 234 new trees, in addition to retaining approximately 58 existing trees along the perimeter of the site and will include modern stormwater bioretention areas. The proposed new surface parking lots will also be a substantial improvement from the existing unmaintained site with new striped parking stalls, EV ready and EV charging stalls, landscaping, and delineated areas for trucks, employee/visitor parking, and flex delivery drivers.

Generally, buildings surrounding the Project site vary in height. At a maximum height of 46.5-feet up to 49.5-feet to the top of parapet, the proposed building complements neighboring one- to two-story buildings that are also industrially zoned uses. The varying rooflines add to the building's aesthetic and the Applicant has provided line of sight studies in the proposed plan set to ensure that rooftop equipment is adequately screened by parapets from any ground or street level vantage point, as well as realistic renderings which demonstrate that the proposed Project will be compatible to the neighborhood in scale, bulk, and height and will be aesthetically harmonious with adjacent and surrounding development.

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

The Project site is zoned M2 (Heavy Industrial). It is anticipated that the facility would operate as a warehousing and distribution center and is a permitted use per MMC Table XI-10-7.02-1 "Industrial Zone Uses". As demonstrated in Table 1, the Project complies with the required setbacks, number of parking spaces, landscaped area, and maximum floor area ratio. The proposed signage will be reviewed under a future separate permit.

Although the M2 Zoning District does not identify any maximum height limits, the construction of any new building greater than 35-feet in height requires the Planning Commission to make a finding that any such excess height will not be detrimental to the light, air or privacy of any other structure or use currently existing or anticipated, pursuant to MMC XI-10-7.03. Given that heights of surrounding structures vary and there are sufficient setbacks between the proposed building and structures on adjacent parcels and the Project would be largely centered around the surface parking lot in a large 28.96-acre lot, the proposed height of the Project would not be detrimental to the light, air, or privacy of any other structure as further demonstrated by the renderings on Sheet A601 of the proposed plans.

Additionally, during the development review process, Planning staff asked the Applicant if it was feasible to reduce the maximum height of the building to 35-feet or below; however, the Applicant indicated that the proposed height is the minimum required height necessary for the feasibility of the development to occur and support the operations of the Project, provides more storage and shelving capacity, and is the industry standard to include interior ceiling heights at a minimum of 36-40 feet. Considering all of the above and if the Planning Commission grants the finding of excess height beyond 35-feet at approximately 46-feet and 6-inches (up to 49-feet and 9-inches to top of parapet) with an internal 36-foot clear ceiling height, the Project will be consistent with the Milpitas Zoning Code. The Planning Commission finding is included as **Section 5** of this Resolution

**Table 1: Heavy Industrial (M2) Zoning District
Development Standards Conformance**

Standards	M2 Requirements	Proposed	Complies
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Front Setback (Min.)	35 feet from face of curb	65 feet, 9 inches	Yes
Street Side Setback (Min.)	35 feet from face of curb	73 feet	Yes
Rear Setback (Min.)	None	217 feet	Yes
Floor Area Ratio (FAR)	1.0	0.387	Yes
Landscaping	Required front yard area and required side yard area	New landscaped areas within required front yard and side yard areas	Yes
Parking	Office: 1 per 350 sq. ft. Warehouse: 1 per 1,500 sq. ft. 349 stalls required	781 stalls	Yes
Building Height (Max.)	None. However, prior to construction of any structure that exceeds three (3) stories or thirty-five (35) feet in height, the Planning Commission must make a finding as stated in the Complies column	46 feet, 6 inches; up to 49 feet, 6 inches to top of parapet	Yes, if the Planning Commission makes the following finding: That any such excess height will not be detrimental to the light, air or privacy of any other structure or use currently existing or anticipated. The Planning Commission finding is included as Section 5 of this Resolution

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, and particularly Policy *ED 1-5*, which wants to make Milpitas a more predictable place for companies to do business by reducing impediments to growth and actively planning to provide adequate space for companies to provide long-term growth needs, and Policy *LU 7-3*, which encourages the development of new industrial areas and the redevelopment of existing older or marginal areas with new similar uses, especially those in locations which facilitate efficient multi-modal commute patterns. The proposed Project will be developed on an existing corporate industrial/office campus lot spawning 28.96-acres that has been underutilized and vacant since 2018 and is over 45 years old. The Project is also considered an infill development on previously developed land and will be

served by existing utilities and will ensure the land continues to be used as an industrial use, providing a desired manufacturing land use as a warehousing and distribution center that is specifically listed in the General Plan’s description for Manufacturing (MFG). The City’s Office of Economic Development has also provided a letter of support. Furthermore, reinvestment into the Project site will help promote additional economic activity into the area and employment opportunities, as well as provide offsite public improvements that was coordinated closely with the Applicant and City’s Engineering Division.

Table 2: General Plan Consistency

Policy	Consistency Finding
ED 1-3: Strengthen the City’s position as a premier regional location for high-tech industrial and advanced manufacturing uses in Silicon Valley.	Consistent: The City embarked on a multi-year process to update the City’s General Plan in 2016, which included several consultant-prepared studies including economic development projections, which at the time saw increasing potential growth of attracting new high-tech industrial and advanced manufacturing uses in the City. The previously approved project was submitted before the unprecedented global COVID-19 pandemic and was approved in the midst of the pandemic in March 2021, at a time of uncertain economic conditions and high construction costs. As such, construction of the previous project became financially infeasible, resulting in expired entitlements. As economic conditions began to improve over time, renewed interest in redeveloping this subject lot with a modified Project proposal ensued. Approval of the proposed Project would attract an established web-based retail tenant or similar prospective tenants to invest in the site and City as a viable “last mile” warehousing and distribution facility and ensure the lot remains as an industrial use and strengthens the City’s position as a premier regional location in Silicon Valley. The Project site is also strategically located near major freeways and the Applicant has strategically modified the Project’s surface parking lot

Policy	Consistency Finding
	design from the previously approved entitlements for efficiency, including separating locations for access and circulation for trucks, employee/visitor vehicles, and flex delivery parking in designated areas of the surface parking lot with gates separating internal access into the truck yard area.
ED 1-5: Make Milpitas a more predictable place for companies to do business by reducing impediments to growth and actively planning to provide adequate space for companies to meet long-term growth needs.	Consistent: The proposed Project's new concrete tilt up industrial warehouse building and site planning was carefully modified from the expired entitlements to plan for the future growth of a web-based retail tenant to meet long-term growth needs and add an employment center with local job opportunities. The Addendum prepared to the 1000 Gibraltar Drive Final Environmental Impact Report estimates the Project to generate an average of 363 employees, which also accounts for seasonal fluctuations. The large 28.96-acre site has been vacant and underutilized since 2018, and the City's General Plan 2040 prioritizes the maintenance of its industrial lands with active uses and tenants that are consistent the intent of the Manufacturing land use designation. Additionally, the City's Office of Economic Development provided a letter of support for the Project.
LU 7-3: Encourage the development of new industrial, manufacturing, and business park areas and the redevelopment of existing older or marginal areas with new similar uses, especially those in locations which facilitate efficient multi-modal commute patterns. Use available public financing to provide necessary infrastructure improvements to encourage economic development and revitalization.	Consistent: The redevelopment of the existing, outdated, and underutilized site will lead to a new state-of-the-art modern industrial warehousing building with careful site planning, such as locating all oversized trucks and trailers in the parking lot to be separated by different entry points with two protective gates, while ensuring adequate parking, access and circulation remains for other passenger vehicle types with new improved pedestrian walkways.

Policy	Consistency Finding
	Through these ongoing coordination efforts with City staff, the Applicant has agreed to several off-street public improvements including but not limited to pavement restoration along portions of Gibraltar Drive and S. Milpitas Blvd., sidewalk replacements along perimeter of the lot to meet ADA requirements, and operational upgrades to traffic signals at the S. Milpitas Blvd./Ames Avenue and Gibraltar Drive intersections. The improvements will be coordinated by the City's Engineering Division with the Applicant and are included as Conditions of Approval (Exhibit 1 to Resolution 25-012).
CD 1-2: Encourage infill development projects to accommodate contemporary uses and design and planning approaches and requirements in manner that minimizes conflicts with the surrounding existing development.	Consistent: This infill Project will accommodate a new warehouse/distribution building to serve the needs of a contemporary business that would be constructed with a modern design to replace a dilapidated corporate industrial office campus site that was constructed over 45 years ago around 1980. The Project site is surrounded by a mix of other commercial, office, manufacturing, and industrial uses and the Project will retain its industrial land use. Therefore, the proposed Project will not create a conflict with the surrounding development and will add to the diversity of contemporary building types in the area.

SECTION 5: Building Height Finding (MMC Section XI-10.7.03)

Consistent with MMC Section XI-10.7.03, Industrial Zone General Development Standards, the Planning Commission finds and determines, based upon the totality of circumstances in the record, that although there is no maximum building height in the M2 Heavy Industrial Zoning District and that construction of the new, one-story warehouse would result in a maximum building height of 46.5-feet up to 49.5-feet to the top of its parapet with a maximum internal ceiling height of 36-feet, that the proposed excess height above 35-feet in height will not

be detrimental to the light, air or privacy of any other structure or use currently existing or anticipated.

SECTION 6: Planning Commission Approval

The Planning Commission of the City of Milpitas hereby adopts the Addendum to the 1000 Gibraltar Drive Final Environmental Impact Report per Environmental Assessment No. EA24-0002, attached hereto as Exhibit 2, and approves Site Development Permit No. SD24-0006 and Tree Removal Permit No. TR25-0021 based on the above Findings and subject to the Conditions of Approval, attached hereto as Exhibit 1 and the Addendum's Mitigation Monitoring and Reporting Program, attached hereto as Exhibit 3 incorporated herein.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Milpitas on September 10, 2025.

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 September 10, 2025, and carried by the following roll call vote:

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

**CONDITIONS OF APPROVAL
1000 GIBRALTAR DRIVE
(ALSO KNOWN AS 1001 S. MILPITAS BLVD)
(APN 086-42-033)**

**SITE DEVELOPMENT PERMIT NO. SD24-0006
ENVIRONMENTAL ASSESSMENT NO. EA24-0002
TREE REMOVAL PERMIT NO. TR25-0021**

The City of Milpitas Planning Commission approves Site Development Permit No. SD24-0006, Environmental Assessment No. EA24-0002, and Tree Removal Permit No. TR25-0021, in accordance with Chapter 21 and Sections XI-10-57.03, XI-2-4.02, and XI-10-7.03-1, of the Milpitas Municipal Code, subject to and conditioned upon all applicable State and local laws and regulations and the Conditions of Approval outlined below. This Site Development Permit, Environmental Assessment, and Tree Removal Permit entitlement includes the demolition of four industrial/office buildings, surface parking lots, and associated improvements, and allow the development of a new, one-story, 487,564-square foot tilt-up concrete industrial building with office space and associated site improvements on an approximately 28.96-acre site in the M2 (Heavy Industrial) Zoning District located at 1000 Gibraltar Drive (also known as 1001 S Milpitas Blvd.). The height of the new building will be approximately 46-feet and 6-inches above grade level (up to a maximum height of 49-feet and 6-inches to top of parapet). Proposed site improvements include new internal roadways, landscaping, offsite public improvements, and a new surface parking lot with 781 vehicle parking spaces, 50 oversized parking stalls for tractor-trailers, and 27 loading dock doors. These approvals are subject to all other necessary reviews, approvals, studies, and inspections necessary for such development including for the issuance building permits or occupancy.

APPROVED SUBJECT TO THE FOLLOWING CONDITIONS OF APPROVAL:

General Conditions

1. General Compliance. The Permittee/Applicant and owner, including all successors in interest (collectively “Permittee”) shall comply with each and every condition set forth in this Permit. No certificate of occupancy or temporary certificate of occupancy shall be issued for the development project described in **Site Development Permit No. SD24-0006, Environmental Assessment No. EA24-0002, and Tree Removal Permit No. TR25-0021** (collectively “Permit”), and the 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. **(P)**
2. The Permittee shall develop the approved project in conformance with the approved plans (dated August 8, 2025), and sample color and materials approved by the Planning Commission on September 10, 2025, in accordance with these Conditions of Approval. **(P)**

3. Modifications to Project. Any deviation from the approved site plan, floor plans, 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 Permittee shall be required to apply for review and obtain approval of the Planning Commission, in accordance with the Zoning Ordinance. **(P)**
4. 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 decision-making body approved this Permit. **(P)**
5. 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. 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 Permittee is operating the Project under the permits and approvals in this Resolution **(P)**
6. Written Response to Conditions. The Permittee shall provide a written response to the Conditions of Approval indicating how each condition has been addressed with the building permit application submittal. **(ALL)**
7. Permit Expiration. Pursuant to Section XI-10-64.06 of the Milpitas Municipal Code, this Permit shall be deemed to have expired and 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.
8. 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)**
9. 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 private 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)**

10. 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. Permittee shall pay all required fees and charges to the City at the rate in effect at time of building permit issuance, or, the rate in effect when the fees and charges are due and paid in full to the City. There is no vesting of any fees or charges with the adoption of this Resolution. (ALL)
11. 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 Permittee is operating the project under the permits and approvals in this Resolution. (ALL)
12. 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. **(CA/P)**
13. Acceptance of Permit. Should Permittee fail to file a timely appeal within twelve (12) calendar days of the date of approval of this Permit, inaction by Permittee shall be deemed to constitute each of the following:
 - a. Acceptance of this Permit by Permittee; and
 - b. Agreement by the Permittee to be bound by, comply with, and to do all things required of or by Permittee pursuant to all of the terms, obligations, and conditions of this Permit.**(P)**
14. 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 (the "Indemnified Parties") from and against any and all third party claim, action, or proceeding against City and/or the Indemnified Parties to attack, review, set aside, void or annul the City's approval of **SITE DEVELOPMENT PERMIT NO. SD24-0006, ENVIRONMENTAL ASSESSMENT NO. EA24-0002, AND TREE REMOVAL PERMIT NO. TR25-0021**; including any environmental determination made therefore. This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, reasonable attorneys' fees, and other reasonable expenses incurred in connection with such claim, action, causes of action, suit or proceeding. The Permittee shall pay to the City upon demand or, as applicable, on a monthly basis to counsel of City's reasonable choosing, amounts owed pursuant to the indemnification requirements prescribed in this condition, provided each such demand or monthly payment request includes reasonably detailed back-up documentation, including invoices and/or receipts, as applicable, for all amounts to be paid. Notwithstanding the foregoing, City shall have the right to redact invoices and/or receipts as necessary to preserve attorney-client privilege. City shall promptly notify the Permittee of any claim, action, or

proceeding and shall engage in reasonable efforts to cooperate in the defense. If City fails to so promptly notify the Permittee, or if City fails to engage in reasonable efforts to cooperate in the defense, then the Permittee's indemnification obligations as set forth in this condition of approval shall thereafter terminate. The Permittee shall not be required to pay or perform any settlement unless the settlement is approved by the Permittee. 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 **SITE DEVELOPMENT PERMIT NO. SD24-0006, ENVIRONMENTAL ASSESSMENT NO. EA24-0002, AND TREE REMOVAL PERMIT NO. TR25-0021**, and the balance of the Permit shall be unaffected by said Government Code section. **(CA)**

15. Revocation, Suspension, Modification. This Permit may be suspended, revoked, or modified in accordance with Section XI-10-63.06 of the Milpitas Municipal Code. **(P)**
16. 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. **(ALL)**
17. Certificate of Insurance: Permittee shall provide certificate of insurance and name City as an additional insured in its insurance policies for the Project.
18. Previous Approvals. Permittee shall abide by and continue to comply with all previous City approvals, permits, or requirements relating to the subject property, unless explicitly superseded or revised by this Permit. **(P)**

PLANNING DEPARTMENT CONDITIONS OF APPROVAL

19. Significant Deviation of Use: Given that the tenant could be subject to change at any time, should a future tenant propose a use that significantly deviate from the approved project, the Planning Director or designee may require additional analysis to demonstrate the extent of environmental impact of the proposed use. If the Planning Director or designee determines that the deviation is significant, the Permittee shall be required to apply for review and obtain approval of the Planning Commission, in accordance with the Zoning Ordinance. **(P)**
20. Tree Removal Permit: Removal of any protected trees shall require a tree removal permit that is issued from the Planning Department. Removal of any protected trees shall be replaced at a 2:1 ratio as provided by Tree Removal Permit P-TR25-0021. Any proposed changes to the proposed tree planting plan and/or landscaping sheets from the project plan set dated August 8, 2025, approved at the Planning Commission public hearing on September 10, 2025, shall be reviewed and approved by the Planning Department. **(P)**
21. Environmental Assessment Compliance: The Project is subject to the applicable mitigation

measures in the Mitigation, Monitoring, and Reporting Program (MMRP) in the 15164 Addendum (August 2025) to the 1000 Gibraltar Drive Final Environmental Impact Report (March 2021) (SCH# 2020069024). Permittee shall comply with the requirements of the Addendum's MMRP (Exhibit 3) pursuant to State law (Public Resources Code Section 21081.6). **(P)**

22. **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. If Permittee opts to pay a fee in lieu of installing public art on site, the 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, or installation of "Public Art", as defined per MMC Section V-20-310 and XI-10-14.01. **(P)**
23. **Parking:** The Project shall supply at least 781 vehicle parking spaces and 50 oversized truck trailer parking spaces onsite, pursuant to the project plans dated August 8, 2025, and approved at the Planning Commission hearing on September 10, 2025. Any deviations shall be reviewed by the Planning Division, meet minimum requirements of the City's Municipal Code for Off-Street Parking Regulations and shall maintain compliance with all applicable laws. **(P)**
24. **Landscaping:** Prior to certificate of occupancy permit issuance, all required landscaping shall be planted in place. All planter areas (including containerized planters) shall be serviced by a sprinkler or drip system. **(P)**
25. **Landscaping Maintenance and Replacement:** All required landscaping, as approved on the final landscape plan, shall be replaced and continuously maintained as necessary to provide a permanent, attractive and effective appearance. **(P)**
26. **Lighting:** Exterior lighting shall be shielded or recessed so that direct glare and reflections are contained within the boundaries of the parcel, and shall be directed downward and away from adjoining properties and public rights-of-way. Fixtures shall be appropriate in terms of height, style, design, scale and wattage to the use of the property. Fixtures shall be spaced appropriately to maximize pedestrian safety. Prior to building permit issuance, the Permittee shall submit details and elevations of all site lighting fixtures to the Planning Division for review and approval. **(P)**
27. **Trash Enclosures and Equipment Screening:** All trash enclosures and equipment screening shall meet MMC Section XI-10-54.16, Trash Enclosures, Equipment and their Screening. Rooftop equipment shall be adequately screened from the parking lot areas and street level views through rough design that is architecturally integrated with the building, such as equipment wells and parapets. All ground-mounted and mechanical equipment including ground transformers and meters shall be adequately screened, if feasible, and subject to the Planning Department review and approval. If the screening is proven infeasible as solely determined by the Planning Director, then all ground-mounted equipment and surrounding bollards (if any) shall be of design and color that will minimize visual impact. **(P)**

28. Signage: Prior to approval of any signage for the development, proper applications, depending on signage type will need to be submitted to the Planning Department. **(P)**

**OFFICE OF HOUSING
CONDITIONS OF APPROVAL**

29. Non-Residential Affordable Housing Impact Fee: Per MMC Section XII-1-5.01 of the City's Affordable Housing Ordinance, the Project is subject to payment of a non-residential affordable housing impact fee due prior to the issuance of the building permit. The impact fee will be calculated per MMC Section XII-1-5.02 and per Section MMC XII-1.5.01 is subject to change and will be officially calculated once the gross non-residential square footage is finalized and the building permit application is approved.

**PUBLIC WORKS DEPARTMENT - ENGINEERING DIVISION
CONDITIONS OF APPROVAL**

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 City Engineer. City reserves the right to reject any plan check submittal if any of the following conditions are not met. **(E)***

30. Modifications: The Site Development Plan plans dated 8/8/2025 is subject to change during the plan check stage based upon City's previous comments and conditions stated herein.
31. 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.
32. 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 Division.
33. Photometric Analysis: Permittee shall submit streetlight photometric analysis for City's review and approval by the Engineering Division along **Milpitas Boulevard, Gibraltar**

Dr, and public sidewalk area that meet the Illuminating Engineering Society of North America (IESNA), RP8, for roadway and sidewalk lighting standards and City standard design guidelines.

34. Recycled Water Cross-Connection Specialist: In order to comply with the California Code of Regulations Title 17 and 22, and for timely plan approval by the California State Water Resources Control Board/Division of Drinking Water (SWRCB/DDW) as well as by South Bay Water Recycling (SBWR), Permittee must hire a certified cross-connection specialist for their consultation as to irrigation water system design and construction phasing. The name and contact information of the certified cross-connection specialist shall be provided on all landscape submittal plans.
35. 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.
36. 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.

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 City Engineer. (E)*

37. Public Improvement Design Standards: All public improvements shall be designed and constructed in accordance with all applicable public improvement design standards, including but not limited to:
 - a. Milpitas Design Guidelines: (<https://www.milpitas.gov/317/Land-Development-Procedures-Guidelines>);
 - b. Standard details and specifications: (<https://www.milpitas.gov/333/Standard-Details-Specifications>);
 - c. Americans with Disabilities Act (ADA) requirements, where applicable.
38. Improvement Agreement and Securities: Permittee shall execute an Improvement Agreement and provide improvement securities in accordance with MMC Title XI, Section 17, and submit all other supplemental documents as stipulated in the Improvement Agreement (such as certificate of insurance).
39. 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.

40. 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 Division.
41. 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 Division 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.
42. 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, non-residential, irrigation, and fire.
 - b) Installation of separate utility service lines (domestic water, fire service, sanitary sewer) for non-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 full street width 3-inch Asphalt Concrete (AC) grind and overlay (G&O), with a 3-inch base repair on Gibraltar Dr. Including the intersection of Gibraltar Dr and South Milpitas Blvd., and full street width crack and slurry seal with base repairs on South Milpitas Blvd, along the project frontage limits.
 - e) Installation of ADA-compliant curb ramps at two intersections along South Milpitas Blvd., Ames Ave., and Gibraltar Dr., and sidewalk along the project frontage, ensuring compliance with the latest ADA standards.
 - f) Remove curb ramp at southeast corner of Gibraltar Dr. & S. Milpitas Blvd. intersection and replace it with City standard sidewalk.
 - g) The crosswalk on south leg of the Gibraltar Dr. and S. Milpitas Blvd. intersection should be closed due to non-ADA compliant and a sign combination of R9-3 & R49 (CA) shall be installed on southwest corner of the intersection
 - h) Installation of street trees along the project frontage. The locations, spacing of street tree and tree species shall be in compliance with applicable City standards and details.
 - i) Installation of a 36-strand fiber optic cable within the existing SIC conduit from Yosemite Dr to the Gibraltar Dr intersection along South Milpitas Blvd, or wireless Signal Interconnect (SIC), to enhance connectivity and improve traffic flow along the corridor. Additionally, implementation of a wireless SIC connection between the Gibraltar Dr and Garden St intersection. This is necessary to ensure better traffic flow thru proper connection to and communication from City owned Advance Traffic

- Management System (ATMS). City to confirm make and model of wireless SIC or type of Fiber optic cable at later time.
- j) Installation of a new traffic cabinet with new traffic signal equipment at the Ames Ave and South Milpitas Blvd intersection, along with battery backups. Removal and replacement of any required existing traffic signal equipment related to traffic signal communication only at Gibraltar Drive and South Milpitas Blvd. intersection, to ensure efficient and uninterrupted traffic flow along the corridor. City to confirm the make and model of the traffic signal equipment at later time.
 - k) Installation of a new Rectangular Rapid Flashing Beacon (RRFB) to replace the outdated and non-functioning RRFB at its existing location along Gibraltar Dr. City to confirm make and model of the RRFB at later time.
 - l) Installation of video detection cameras (VDS) and Accessible Pedestrian Signal (APS) at two intersections along S. Milpitas Blvd. from Ames Ave. to Gibraltar Dr. City to confirm make and model of VDS and APS at a later time.
 - m) Either install the Video Detection Cameras (VDS) on existing signal pole or install a new traffic signal pole with a mast arm at the northeast corner and replace the two existing poles without mast arms at the Gibraltar Dr and South Milpitas Blvd. intersection. City to confirm the type of pole and mast arm length at later time.
 - n) Developer to finish an additional street light pole and be delivered to the Public Works Corporation Yard for storage and future use in the event of a pole getting damaged.
43. 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.
44. 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.
45. Maintenance Agreement: Permittee shall record a Maintenance Agreement for perpetual maintenance of certain public improvements, such as sidewalk within the 25' sidewalk easement, mutually agreed between the City and the Permittee.
46. Water Service Agreement: Permittee shall complete a water service agreement to obtain water service.
47. 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 Division.
48. Pothole Encroachment Permit: Due to multiple new utility service connections on arterial/collector 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 City Engineer. (E)*

49. 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.
50. Concurrent Off-site Plan Reviews: Permittee shall submit separate off-site improvement plans for City's review and approval by the Engineering Department.
51. Abandonment/Quitclaim Easements: Permittee shall abandon/quit claim existing easements that are in conflict with or unnecessary for the project.
52. Stormwater Facility Operation & Maintenance Plan: Permittee shall incorporate design details into applicable construction plans in accordance with City-approved 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).
53. 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 Division. The subject O&M Agreement shall be referenced in the Covenants, Conditions and Restrictions (CC&Rs), if applicable.
54. 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.
55. Recycled Water Approval: Permittee shall use recycled water for landscape irrigation purpose, except for the interior courtyard/podium areas within the building footprint where the potable water shall be used for irrigation. Permittee shall comply with California Code of Regulations (CCR), Title 22, Division 4, Chapter 3, titled "*Water Recycling Criteria*", CCR, Title 17, Division 1, Chapter 5, Subchapter 1 titled "*Drinking Water Supply*" and all other recycled water regulations as listed under the publication titled "*California Department of Public Health Regulations Related to Recycled Water June 18, 2014*". Permittee shall obtain approval from the California State Water Resources Control Board/Division of Drinking Water, SBWR and the City for recycled water design, including but not limited to on-site irrigation design, based upon SBWR Guidelines and City of Milpitas Supplemental Guidelines. All landscape plants shall be compatible with recycled water.

56. 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.
57. 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.
58. 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 Division for review and approval. The report shall describe the following resource recovery activities:
- a) What materials will be salvaged.
 - b) How materials will be processed during demolition.
 - c) Intended locations or businesses for reuse or recycling.
 - d) Quantity estimates in ~~tons~~ (both recyclable and for landfill disposal). Estimates for recycling and disposal tonnage amounts by material type shall be included as separate items in all reports to the Building Division before demolition begins.
- Permittee shall make every effort to salvage materials for reuse and recycling and shall comply with the City's demolition and construction debris recycling ordinance.
59. 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 Division. 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 Division prior to inspection by the Building Department.
60. 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.
- a) Water connection fee at \$1,164/unit for residential and \$5.97/gpd for commercial, based upon increased water usage.
 - b) Sewer connection fee at \$1,406/unit for residential and \$8.52/gpd for commercial, based upon increased average wastewater flow.
 - c) Wastewater Treatment Plant fee per MMC VIII, Chapter 2, Section 7.04.
 - d) Calaveras Boulevard Widening Traffic Impact fee per Resolution No. 7894.
 - e) 3.8% of applicable fees in accordance with City Resolution No. 8969 as Permitting Automation Fee.
61. 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 Postmaster 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 City Engineer. (E)*

62. Dewatering: If dewatering is needed during construction, Permittee shall obtain a Short-Term Industrial Wastewater Permit from the San Jose/Santa Clara Regional Wastewater Facility for discharging the groundwater to a sanitary sewer system.
63. On-site Recycled Water Coordination: Permittee's cross-connection specialist shall coordinate the phasing of the construction; facilitate the cross-connection testing in order to minimize the impact for occupied buildings during cross-connection testing; sign-off before the water meter set; coordinate on-site construction inspection; complete the site inspection; fill out required paperwork/questionnaire; and provide them to the City for forwarding to SBWR. Developer shall notify SBWR 7 days in advance to schedule attendance of SBWR inspector during Cross-Connection Test.
64. 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.
65. 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.
66. 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** issuance of a certificate of occupancy of the approved project, unless otherwise approved by the City Engineer.*

67. Completion of Public Improvements: Permittee shall complete all public improvements, including but not limited to **S. Milpitas Boulevard and Gibraltar Dr. frontage improvements** including pavement restoration, signing and striping, concrete work, stormwater treatment facilities, and traffic signal modifications as shown on City approved plans.

68. Grant deed shall be revised to state Property Owner/Developer shall maintain Public Sidewalk around project frontage.
69. Landscape Certificate of Completion: Permittee shall submit a Certificate of Substantial Completion that complies with the Milpitas Municipal Code Water Efficient Landscapes ordinance.
70. 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 SBWR and forward them to the City.
71. 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.
72. Private Job (PJ) Balance: Permittee shall pay for any remaining balance from the Private Job deposit.

OFFICE OF BUILDING SAFETY CONDITIONS OF APPROVAL

73. Compliance with California Code of Regulations. The Project shall comply with the requirements of the Office of Building 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 Office of Building Safety.

FIRE DEPARTMENT CONDITIONS OF APPROVAL

*The plans approved by the City Council, Planning Commission, and/or the Planning permit process are **not** building construction plans and have not been reviewed nor approved for conformance to the California Building Code (CBC), California Fire Code (CFC) and the Milpitas Municipal Code (MMC). Do not consider this review as a final review for building construction plans approved by the Fire Department. Building construction plans **must** be submitted for review and approval before construction is to commence. The following notes are a general list of the applicable code requirements (2022 Edition) and are provided to assist with the building permit process. Please note that these are not all inclusive. All applicable Building, Fire and Municipal Code requirements must be met in advance of any building permit approvals or related construction.*

74. Technical Assistance: To determine the acceptability of technologies, processes, products, facilities, materials, and uses attending the design, operation or use of a building or premises subject to inspection by the Fire Code Official, the Fire Code Official is authorized to require the owner or agent to provide, without charge to the jurisdiction, a technical opinion(s), plan review(s) and/or report(s). CFC Section 104.8.2
75. Electronic Documents: The Fire Code Official may require electronic base documents for all construction documents and operational permits. The Fire Code Official shall designate the software base format for the electronic documents. CFC Section 106.1.1, added by MMC Section V-300-2.28
76. 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. The plans submitted appear to be in general conformance with the requirements. Final design shall meet the requirements listed below. CFC Section 503
- 76.1 Minimum Number of Fire Apparatus Access Points: A Minimum of two independent and approved (approved by the Fire Code Official) means of fire apparatus access shall be provided for the site. Buildings or facilities exceeding 30 feet (9144 mm), or three stories in height, or 50,000 square feet (5760 m²) shall be provided with at least two means of fire apparatus access for each structure. CFC, Section D104.1, adopted and amended by MMC V-300-2.170
- 76.2 Fire Apparatus Clearance: Fire apparatus access roads shall provide a minimum clear width of 26 feet. Only conditions with 26 feet roads are applicable. This requirement is for the use and function of a fire ladder apparatus. CFC, Appendix D, Sections D103.1 and D105.2, adopted and amended by Milpitas Municipal Code. MMC V-300-2.169 and 2.172
- 76.3 Timing of Installation and Serviceability of Fire Protection Elements: When fire apparatus access roads or a water supply for fire protection is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. Combustible construction shall not begin until water mains and hydrants are operational and fire apparatus access roads are installed (paved). CFC Section 501.4
- 76.4 Fire Apparatus Access: Fire apparatus access shall extend to within 150 feet of all portions of exterior walls of the building/structure per the California Fire Code Section 503.1.1. When there is a dead-end condition, means for fire apparatus turn-around shall be provided.
- 76.5 Turning Radius: Fire apparatus access roads shall meet the Milpitas Fire Department turning radii guidelines and shall provide continuous apparatus travel. Turning radii for fire apparatus access roads shall be a minimum net clearance of 48 feet 6 inches for the outside radius and 28 feet 0 inches for the inside radius. The layout for the

outside and the inside radius shall be from the same reference point (center). CFC Section 503.2.4

76.6 Adjacent Access Rights: No source of access from lands adjoining a property to be developed shall be considered fire apparatus access roads, unless there is obtained the irrevocable and unobstructed rights and recorded as an ingress/egress access easement with the Country of Santa Clara. CFC Section 503.7, added by MMC V-300-2.51

76.7 Fire Access Road Materials and Load Bearing Requirements: Fire access roads shall be paved (concrete and/or asphalt cement, or other concrete type pavement approved by the Fire Dept.). Fire apparatus access roads/lanes and emergency vehicle roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather capabilities. CFC Section 503.2.3

76.8 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing up to 75, 000 pounds (34,500kg).

76.9 Emergency Vehicle Access (EVA): EVA roads, when required, shall meet the fire department site access requirements. CFC Section 503

76.10 Obstruction of Fire Access: Ground structures (including landscape) and building projections shall not encroach or impede the fire apparatus access requirements. CFC Section 503.4

76.11 Marking of Fire Access Roads. The required access road shall be designated and clearly marked as a fire lane. The designated fire lane shall be identified as set forth in Section 22500.1 of the Vehicle Code. The designation shall be indicated (1) by a sign posted immediately adjacent to, and visible from, the designated place clearly stating in letters not less than one inch in height that the place is a fire lane, (2) by outlining or painting the place in red and, in contrasting color, marking the place with the words "FIRE LANE", which are clearly visible from a vehicle, or (3) by a red curb or red paint on the edge of the roadway upon which is clearly marked the words "FIRE LANE". CFC Section 503.3. Minimum marking shall be pole signage and red curb with "FIRE LANE" stencil. Signage and red curbs shall be done throughout and as needed to clearly identify the no parking zones.

76.12 Site Design Changes: The Fire Department reserves the right to request site design changes as needed to meet the requirements of the CFC, and/or make the request for additional fire protection measures in conformance with the CFC.

77. Fire Protection. Fire apparatus access roads and water supply for fire protection is required to be installed and made serviceable 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

78. Fire Protection Water Supply (Hydrants, On-site and/or Public): An approved water supply (hydrants on-site and/or public) capable of supplying the required fire flow for fire protection shall be provided upon which facilities, buildings, or portions of buildings are hereafter constructed or moved into or within the jurisdiction. Water supply shall meet the Fire Code and the City of Milpitas Engineering Division water supply guidelines and the CFC Section 507, Appendix B and Appendix C. Note, the Civil drawings submitted under this Planning review are not approved for construction.

78.1 Water System Calculations: Private fire service mains and appurtenances shall be designed and installed in accordance with the City of Milpitas Engineering design guideline requirements and the NFPA 24. Design calculations and all the necessary design information for the water system to meet the domestic and fire flow requirements as per the City of Milpitas Engineer Division water design requirements shall be provided as part of the construction permit process. CFC Section 507

78.2 Fire Flow Requirement for Buildings. Section B105 fire flow for buildings amends section B105.2 to read:

B105.2 Buildings other than one-and two-family dwellings, Groups R3 and R4 buildings and townhouses. The minimum fire-flow and flow duration for buildings other than one- and two-family dwellings, Group R3 and R4 buildings and townhouses shall be as specified in Tables B105.1(2) and B105.2.

The maximum fire flow reduction for all commercial buildings greater than 30,000 square feet and residential podium buildings shall not exceed 25 percent of the fire flow specified in Table B105.1(2). The maximum fire flow seduction for all other buildings shall not exceed 50 percent of the fire flow specified in Table B105.1(2). Industrial areas shall have a fire flow not less than 5,000 gpm, with 20 psi residual pressure.

78.3 Fire Hydrant Location: The location and quantity of hydrants will be evaluated during the construction permit process. This applies to the on-site private streets as well as to the public streets. CFC Section 507.5

78.4 Hydrant for Automatic Fire Sprinkler/Standpipe Systems: Buildings equipped with an automatic fire sprinkler system and/or a standpipe system installed in accordance with Sections 903 and or 905 shall have a fire hydrant within 50 feet of the fire department connections. CFC Section 507.5.1.1, amended by MMC Section V-300-2.56

78.5 Private Hydrant Requirements: Private hydrants shall have the bottom 6 inches of the hydrant painted, with a weather resistive paint, white in color. CFC Section 507.5.7, added by MMC V-300-2.62.

78.6 No Parking in Front of Hydrants: No parking is permitted in front of fire hydrants. Hydrants located on streets (Public or Private Street) shall have an unobstructed clearance of not less than 30 feet per CA Vehicle Code 22514

79. Automatic Fire Sprinkler System for Structures:

79.1 Automatic Fire Sprinkler. The buildings shall be provided with an automatic fire sprinkler system in conformance with the NFPA 13 Standards. California Fire Code Section 903

79.2 Sprinkler Valves: All valves controlling the water supply for the automatic sprinkler system shall be electrically supervised by a listed fire alarm control unit. CFC 903.4

79.3 Sprinkler Monitoring: Alarm, supervisory and trouble signals shall be distinctly different and shall be automatically transmitted to an approved supervising station. CFC Section 903.4.1

79.4 Fire Riser Location. The fire sprinkler system riser shall not be located within electrical rooms or storage closets and shall be provided with clear access and working clearance. California Fire Code Section 903.3.5.3, added by MMC Section V-300-2.73

79.5 Sprinkler Design. Hydraulic design for the automatic fire sprinkler system shall provide a minimum of 20% safety margin. CFC Section 903.3.5.6, MMC V-300-2.76

79.6 Requirements for Fire Service Water Laterals for Building Sprinkler Systems: Each building shall have a fire service water laterals for the automatic fire sprinkler system and shall meet the California Fire Code requirements Chapter 9 and the NFPA applicable Standards. Note that the civil drawings provided are not reviewed nor approved for construction. CFC Section 912.1

79.7 Fire pump room and access. There shall be direct and unobstructed access to the fire pump room.

79.8 Fire Pump power. PG&E is not considered a reliable source of power. Standby power will be a requirement. Or provide other listed (listed by a national recognized testing lab) and approved (approved by the local fire dept.) means of power for the fire pump. CA Fire Code Section 102.9

79.9 Fire Pump(s). When required, fire pumps shall be installed in conformance with California Fire Code, the NFPA 20 and applicable standards. And the fire pump room shall be dedicated for no other use.

79.10 FDC/PIV (fire department connection/post indicating valve) Location(s). The location of the fire department FDC's/PIV's shall be at a readily visible and accessible location off the fire access road and approved by the Fire Code Official.

FDC's/PIV's shall not be located behind parking stalls, trees, landscape structures, 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 912.2.1

Note, the required FDC's and PIV's shall be located off Gibraltar Dr and not on the onsite fire apparatus access road.

All FDC's and PIV's shall have fire department approved locking connection caps/locks. CFC Section 912.4.1

79.11 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

79.12 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

79.13 Water Drainage. All new installations of sprinkler systems shall preclude sprinkler test and system drain water from discharging into the storm drain; provisions to direct water to the sanitary sewer or landscape or other approved means shall be provided. Sprinkler system design shall include the proposed method for drainage of sprinkler system discharge. Storm Water Pollution Regulations.

80. Fire Alarm System:

80.1 A fire alarm system shall be installed when required in the buildings when required by the CA Fire Code Section 907.

80.2 All valves controlling the water supply for the automatic sprinkler system shall be electrically supervised by a listed fire alarm control unit. CFC 904.3

80.3 Electrical supervision of the automatic fire sprinkler system shall be transmitted to an approved supervising station. CFC 903.4.1

80.4 One exterior approved audible device (for each riser) shall be connected to every automatic sprinkler system in an approved (by the Fire Code Official) location. CFC 903.4.2

80.5 Fire Alarm Panel: Fire alarm panel (or fire alarm annunciator panel) shall be located in a readily accessible location and shall be provided with the necessary access and working clearance as required by the CA Electrical Code. CFC Section 907.6.5

80.6 Fire Alarm Monitoring: Fire alarm monitoring (approved supervising station - UL, or FM approved). Fire alarm systems required by the Fire Code or by the California Building Code shall be monitored by an approved supervising station in accordance with the NFPA 72. CFC Section 907.6.6

81. Building/Structure Other Requirements:

81.1 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

81.2 Address Illumination: All required addresses shall be illuminated. CFC Section 505.3, added by MMC V-300-2.55

81.3 Fire Department Emergency Key Box (aka: Knox Box, Knox Locks, Knox Electric Switches, etc.): The Fire Code Official is authorized to require a key box(es) to be installed in an approved location(s) if necessary for lifesaving or fire-fighting purposes. Quantity and location shall be as directed by the Fire Code Official. CFC Section 506. Locked mechanical closets, fire alarm closets, sprinkler riser closets, etc. will need a Fire Dept. approved lock or "Knox" key box.

81.4 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 to the CFC by MMC Section V-300-2.54

Means to deactivate the locking system shall be located in the fire command room (when required) or other location as directed by the fire department.

In addition, all door lock control systems shall meet the requirements of the CFC Sections 1010.2.

81.5 Fire Command Center. Where required by other sections of this code and in all buildings classified as high-rise buildings by the California Building code and Group I2 occupancies having occupied floors located more than 75 feet above the lowest level of fire department vehicle access and in all F-1 and S-1 occupancies with a building footprint greater than 500,00 square feet, a fire command center for fire department shall be provided and shall comply with the Sections 508.1.1 through 508.1.7.

A fire command center is required to be located at the front of the building (near fire dept. point of approach) with readily access from the exterior. Location to be approved by the Fire Dept. CFC 508.1.1

Separation. The fire command center shall be separated from the remainder of the building by not less than 2-hour fire barrier constructed in accordance with Section 707 of the California Building Code or horizontal assembly constructed in accordance with Section 711 of the California Building Code, or both. CFC 508.1.2, amended by MMC Section V-300-2.59.

Layout approval. A layout of the fire command center and all features required by this section to be contained therein shall be submitted for approval prior to installation. CFC Section 508.1.4

Required features (CFC Section 508.1.6). The fire command center shall comply with NFPA 72 and shall contain the following features:

- i. All items (applicable) noted under the CFC Section 508.1.6.
- ii. Knox locking key box, approved by the fire code official, large enough for ten (10) sets of master keys. Added by MMC Section V-300-2.60
- iii. Ten (10) sets of master keys for the building(s). Added by MMC Section V-300-2.60
- iv. A complete set of architectural, electrical, mechanical and plumbing plans for the building. Sets shall be “as-built” sets. Added by MMC Section V-300-2.60
- v. A complete set of underground fire water lines, automatic fire sprinklers, automatic fire alarm drawings, standpipe systems, other fire suppression systems, emergency responders’ ratio coverage, etc. All drawings shall be the latest sets and as-built.

81.6 Fire Equipment ID signs. Fire protection equipment shall be identified in an approved manner. Rooms containing controls for air-conditioning, systems, sprinkler risers and valves, or other fire detection, suppression or control elements shall be identified for the use of the fire department. CA Fire Code Section 509

- 81.7 Emergency Responder Radio Coverage: A Fire Department approved emergency responder radio coverage system shall be provided. SVRIA (Silicon Regional Interoperability Authority) registration is required prior to any design. CFC Section 510, MMC V-300-2.61
- 81.8 Electrical Energy Storage Systems. Stationary storage battery systems shall comply with the CFC, Section 1207.
- 81.9 Portable Fire Extinguishers. Portable fire extinguishers shall be selected, installed and maintained in accordance with CFC Section 906.
- 81.10 Fire Protection Service (CFC Section 901.6). All fire alarm systems, fire detection systems, automatic sprinkler or extinguishing systems, communication systems, and all other equipment, material or systems required by these regulations shall be maintained in an operable condition at all times in accordance with this code and California Code of Regulations, Title 19, Division 1. Upon disruption or diminishment of the fire protective qualities of such equipment, material or systems, immediate action shall be instituted to affect a reestablishment of such equipment, material or systems to their original normal and operational condition. California Code of Regulations, Title 19, Division 1, §1.14
- 81.11 Electrical Generators. Generators with fuel tanks shall meet the requirements of the CFC Chapters 50, 57 and the NFPA 30
- i. Installation of aboveground tanks shall conform to Unidocs document UN-018. Please see the following link for a copy.
<http://www.unidocs.org/hazmat/new-construction/un-018.pdf>
 - ii. Tank Design and Construction
Each tank shall be designed and constructed in accordance with nationally recognized standards (UL 142/2244 or equivalent. UL 2085 is the listing for protected tanks). CFC 5704.2.7, NFPA 30, 21.4.2.1
 - iii. Tank Protection. Approved means shall be provided to protect tanks subject to vehicle damage. CFC 5704.2.8.6, CFC 312, NFPA 30, 22.15
 - iv. Aboveground tanks located outside of buildings shall be located in accordance with Table 22.4.1.1(a) of NFPA 30. CFC 5704.2.9.6.1.1
 - v. Secondary Containment (protected and unprotected tanks). Tanks shall be provided with secondary containment. CA Fire Code Section 5004.2
 - vi. Signage and Labeling. Warning and identification signs shall be posted to clearly identify hazards. CFC 5003.5, CFC 5703.5, NFPA 30, 21.7.2.1

- vii. Provide a fire extinguisher (minimum 40B:C rating) at each generator location. CFC 5704.3.3.1, NFPA 30, 9.10.2
 - viii. Hazardous Material Business Plan. Each application for a permit shall include a Hazardous Materials Management Plan (HMMP) in accordance with the CA Fire Code Section 5001.5.1. The fire code official is authorized to accept a similar plan required by other regulations.
 - ix. HMBPs shall be submitted electronically. HMBPs shall be submitted on the California Environmental Reporting System at <http://cers.calepa.ca.gov/>. CA Fire Code Section 5001.5.1
82. Fire Safety: Fire safety during construction, alteration or demolition of the building shall meet the requirements of Chapter 33 of the California Fire Code and the Standards for Construction Site Fire Safety (un-024) by “unidocs” organization (<http://www.unidocs.org>). A Construction Site Fire Safety plan shall be submitted to the Milpitas Fire Prevention Division for review and approval prior to the start of combustible construction. CFC Chapter 33
83. 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.
84. Plan Submittal: Complete plans and specifications for all aspects of fire protection systems shall be submitted to the Fire Department for review and approval prior to system installation. CFC Section 901.2

POLICE DEPARTMENT CONDITIONS OF APPROVAL

85. All Ingress and egress of traffic on Gibraltar Drive and South Milpitas Boulevard do not appear to be a concern because the development is being incorporated with an already existing business park.
86. 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.
87. “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.
88. The parking project should allow circulation for police patrols (vehicles, foot, and bicycles), to prevent and reduce the likelihood of criminal activity occurring in the area.

Addressing:

89. 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. office space, break rooms, recreational area, etc.).

Visibility:

90. 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.
91. A building design that encourages visibility of potential crime locations and natural surveillance.
92. Stairwells and/or elevator lobbies should be of open design whenever possible, making users open to visual scrutiny.
93. Any posters, material, and objects near common area exterior windows should not block views in those common areas from the street.
94. All trash enclosures should be located at the perimeter of the parking lot, not adjacent to exterior doors, or in areas where such enclosures can compromise surveillance.
95. Any other line of sight obstructions (including recessed doors, alcoves, etc.) should be avoided on building exterior walls and interior hallways.
96. From a public safety perspective, the front entrance area needs 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:

97. 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.

98. An up-to-date map of the interior floor plan shall be provided to the Police Department. The map should minimally identify the locations of each entry/exit points, elevators, storage areas, entry/exit points controlled by electronic security devices, locations of security cameras, maintenance areas, stairwells, recreation centers, etc.

Landscaping:

99. Landscaping shall be of the type and situated in locations to maximize observation while providing the desired degree of aesthetics. Security planting materials are encouraged. Landscaping shall not conceal doors or windows from view, obstruct visibility of the parking lot from the street, nor hinder access to the roof, if needed.

Security:

100. Video/security cameras security system shall be required for the site, with coverage at all access points to the building in and around the business. The video/security cameras shall record in high definition and also cover the parking lot area to have the clarity necessary to identify an individual, vehicle, etc., and have a field of view to maximize the area of coverage. The video/security system shall have the capacity to save/store footage for a minimum of thirty (30) days and have the capability to be downloaded. A copy of video/security footage shall be made available to law enforcement upon request for investigative purposes. It is recommended the employees of the business be appropriately 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.
101. 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.
102. Video/security cameras shall be required for the site with coverage at all access points into the building. The video/security cameras shall record in high definition and cover main areas, entrances/exits, any hallway leading to the restrooms, and the exterior parking lot.

Miscellaneous:

103. 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.
104. Applicant shall have fire extinguishers on site during normal business hours.

Key:

(P) = Planning

(B) = Building

(E) = Engineering

(F) = Fire Prevention

(PD) = Police Department

(CA) = City Attorney

(ALL) = All

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 Permit.

Date: _____

Signature of Permittee



SOUTHEAST CORNER ENTRY FROM GIBRALTAR

SSD - SSJ1 MILPITAS

First Entitlement Submittal 9/13/2024
 Second Entitlement Submittal 1/30/2025
 Third Entitlement Submittal 3/28/2025
 Fourth Entitlement Submittal 5/23/2025
 Fifth Entitlement Submittal 8/8/2025

1000 Gibraltar Dr
 Milpitas, CA 95035

City Project Number: P-SD24-0006
 Stantec Project Number: 2014333000
 Client Project Site Code: SSJ1



VICINITY MAP



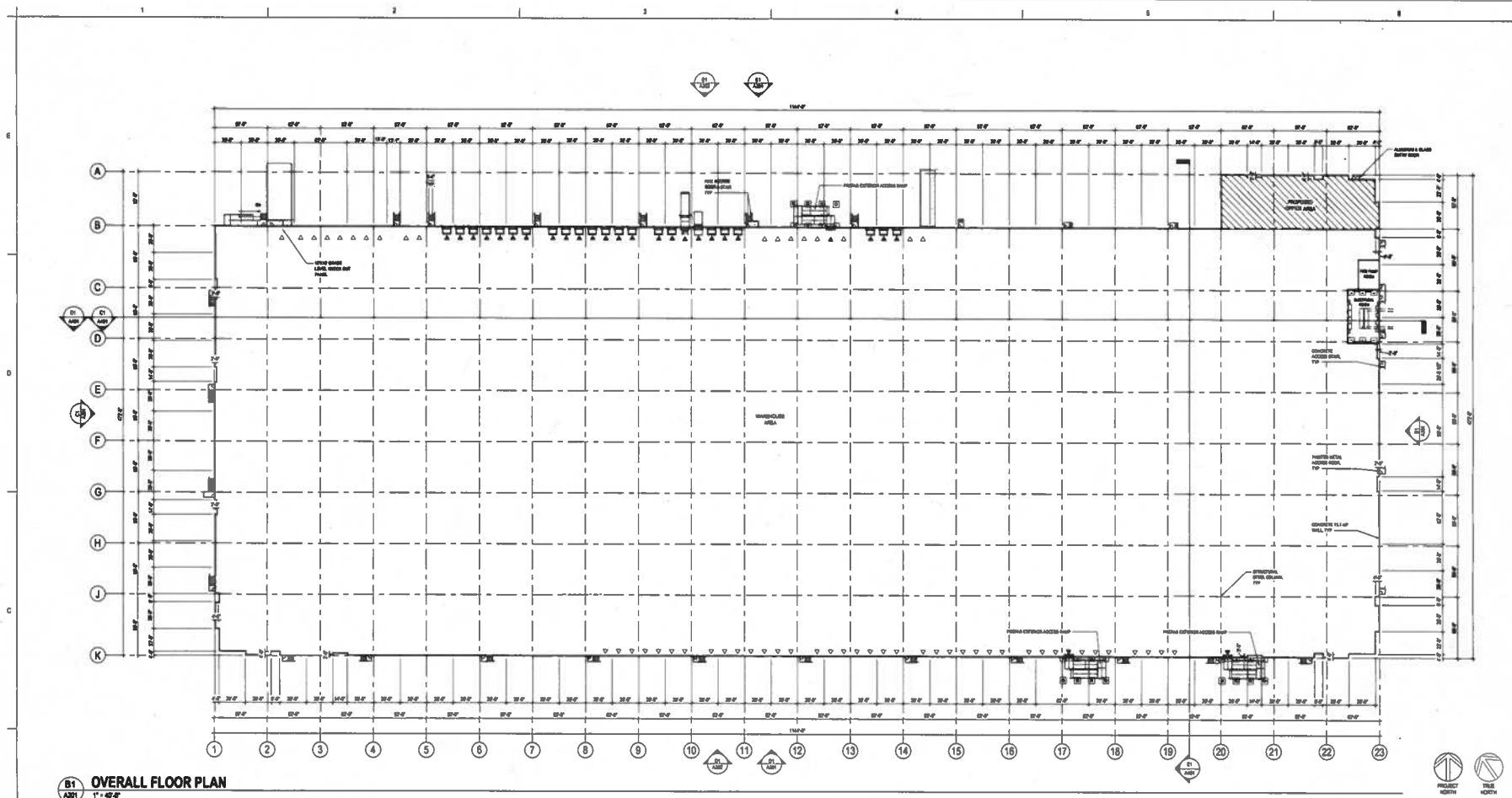
LOCATION MAP

PROJECT DIRECTORY		
PROJECT MANAGER:		
STANTEC		
Contact:		
Kamyar Behzad		
Project Manager		
tel: (415) 815-3805		
email: kamyar.behzad@stantec.com		
Stantec Architecture		
38 Technology Dr W Suite 250,		
Irvine, CA 92618		
ARCHITECTURE:	ELECTRICAL:	CIVIL:
STANTEC	STANTEC	KIER-WRIGHT
Contact:		
Scott Vontasani	Ugoy Mariner, PE	Liz Johnson, PE, QSD + QSP
Architect	Principal	Project Manager
tel: (415) 328-2431	tel: (415) 810-8225	tel: (925) 486-5207
email: scott.vontasani@stantec.com	email: ugoy.mariner@stantec.com	email: aljohnson@kierwright.com
Stantec Architecture	Stantec Architecture	Kier-Wright
38 Technology Dr W Suite 250,	300 Montgomery Street Suite 1200	2850 Collier Canyon Road
Irvine, CA 92618	San Francisco, CA 94104-1914	Livermore, CA 94551

SHEET INDEX	
SHEET NUMBER	SHEET NAME
000	COVER SHEET
001	GENERAL NOTES
002	GENERAL NOTES
003	GENERAL NOTES
004	GENERAL NOTES
005	GENERAL NOTES
006	GENERAL NOTES
007	GENERAL NOTES
008	GENERAL NOTES
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100	GENERAL NOTES

The information on this sheet is for informational purposes only. It is not intended to be used for any other purpose. The user of this information is responsible for its proper use. The user of this information is responsible for its proper use. The user of this information is responsible for its proper use.

Growing No.
G001



LEGEND

-  PROPOSED OFFICE SPACE
-  DOCK DOORS 8' x 10'
-  KNOCK-OUT PANELS

Consultant

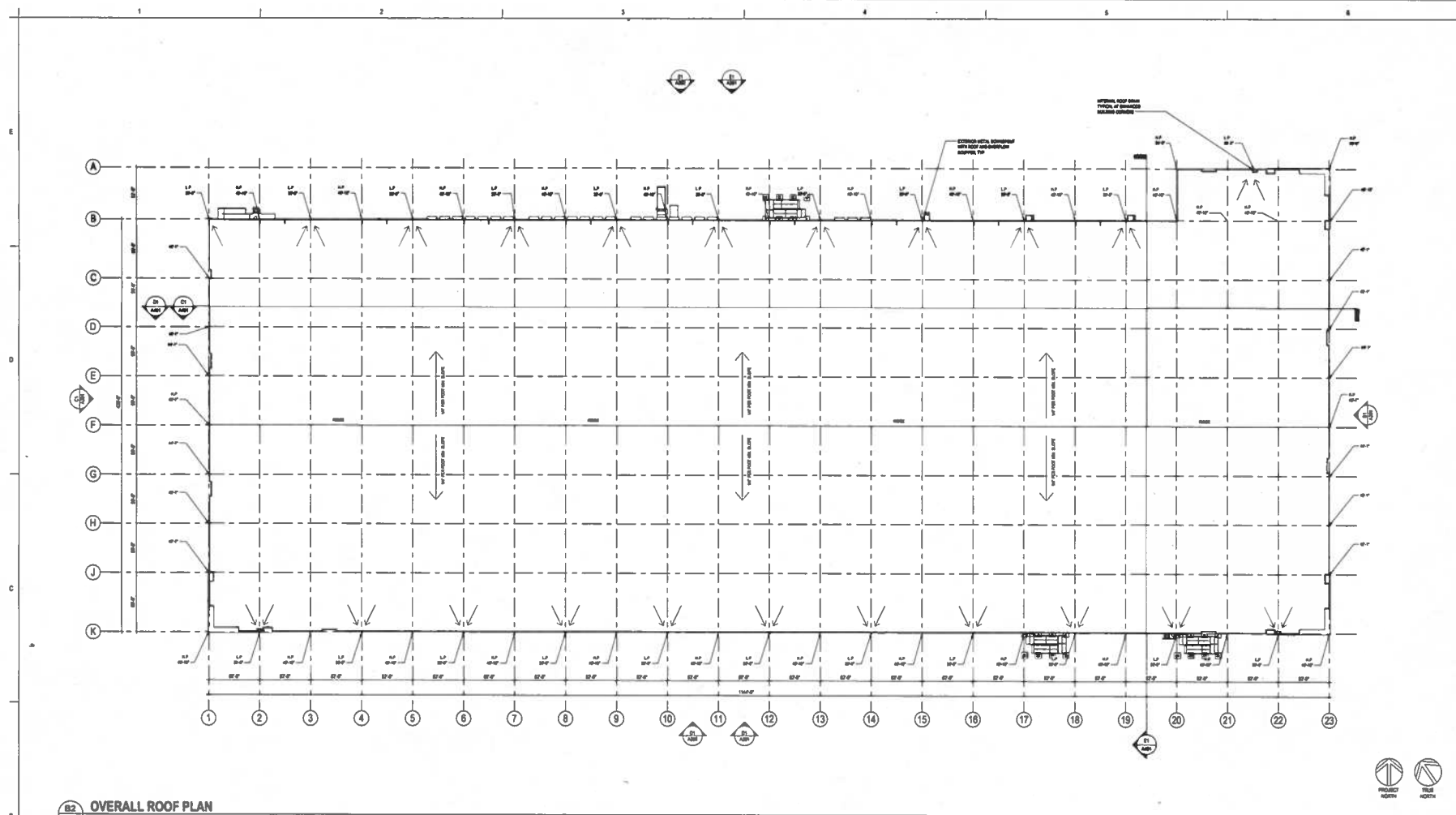
Permitted

Report
 SD - SJ1 MULTIPHAS
 Project No. 201433000

Title
 OVERALL FLOOR PLAN

Scale: As Indicated
 Revision:
 Drawing No.

A201



ABBREVIATIONS

H.P. = TOP OF ROOFING - HIGH POINT
 L.P. = TOP OF ROOFING - LOW POINT



Contract

NO.	DESCRIPTION	DATE
1	REVISION	
2	REVISION	
3	REVISION	
4	REVISION	
5	REVISION	
6	REVISION	
7	REVISION	
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20	REVISION	
21	REVISION	
22	REVISION	
23	REVISION	

Permitted

REAS ARS

Project No. 201433000

Scale: 1" = 40'-0"

Revision:

Drawing No. **A211**

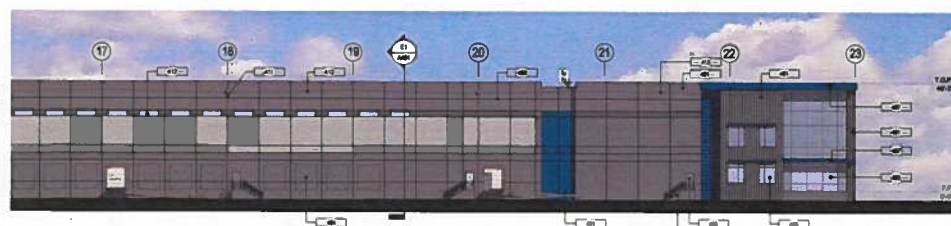
Client: SDO - SLI1 MILPITAS

10000 Wilshire Blvd
 Los Angeles, CA 90024



1. MECHANICAL ROOF EQUIPMENT TO BE SCREENED FROM VIEW.
2. PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS AND REVEAL LINES UNLESS NOTED OTHERWISE. REVEAL COLOR TO MATCH THE ADJACENT FIELD COLOR.
3. ALL PAINT, STAIN, SANDBLAST, ETC. FINISHES AND JOINT/REVEALS SHOWN IN ELEVATION VIEW SHALL RETURN TO THE NEAREST INSIDE CORNER OR TO WINDOW JAMBS.
4. ALL WALL PAINT FINISHES ARE TO BE FLAT, METAL PAINT TO BE SEMI-GLOSS UNLESS NOTED OTHERWISE.
5. T.O.P. = TOP OF PARAPET ELEVATION
6. F.F. = FINISH FLOOR ELEVATION

Page 1213 of 1283



KEYNOTES	
#	VALUE
400	NOODLES IN TOP SOUP, Noodles are not included unless for soup
401	NOODLES IN SOUP, Noodles are not included unless for soup
402	ALTERNATE FROSTING, Alternate Top
403	ALTERNATE BAKING, Alternate
404	NOODLES IN TOP SOUP, Noodles are not included unless for soup
405	NOODLES IN TOP SOUP, Noodles are not included unless for soup
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419	NOODLES IN TOP SOUP, Noodles are not included unless for soup
420	NOODLES IN TOP SOUP, Noodles are not included unless for soup

MATERIALS LEGEND

SLAB	
	SPANDREL, GLASS
	VISION GLASS

PAINT COLORS:

	BASE COLOR: SHERWIN WILLIAMS POBBY DAY SW 6235
	MEDIUM COLOR: SHERWIN WILLIAMS SUNSHINE BL VER SW 6325
	ACCENT COLOR: SHERWIN WILLIAMS REDDY TA SW 6235
	ACCENT COLOR: SHERWIN WILLIAMS GRAY HARBOR SW 6235

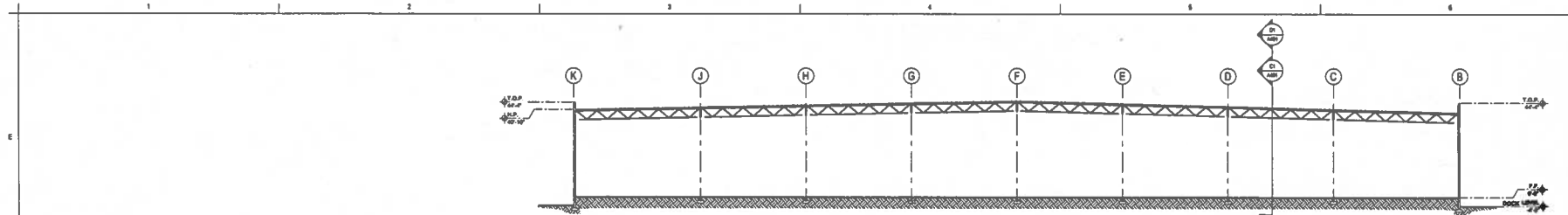
NOTES

FUTURE THUMB SIGNS TO BE A DEFERRED SUBMITTAL. SIGNS IS TO BE MADE OF METAL LETTERING WALL MOUNTED SIGNS TO RECEIVE SCORES LIGHTING OR BACKLIGHTING PER CITY APPROVAL. CANOPY MOUNTED LIGHTING TO BE BACKLIT PER CITY APPROVAL.

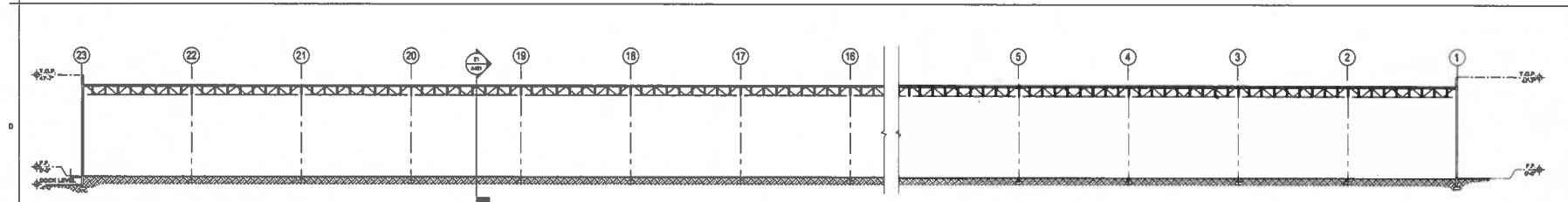
GENERAL NOTES

1. MECHANICAL ROOF EQUIPMENT TO BE SCREENED FROM VIEW.
2. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS AND REVEAL LINES UNLESS NOTED OTHERWISE. REVEAL COLOR TO MATCH THE ADJACENT FIELD COLOR.
3. ALL PAINT, STAIN, SANDBLAST, ETC. FINISHES AND JOINTS/REVEALS SHOWN IN ELEVATION VIEW SHALL RETURN TO THE NEAREST INSIDE CORNER OR INTO WINDOW JAMBS.
4. ALL WALL PAINT FINISHES ARE TO BE FLAT, METAL PAINT TO BE SEMI-GLOSS UNLESS NOTED OTHERWISE.
5. T.O.P. = TOP OF FINISHED GRADE
6. F.F. = FINISH FLOOR ELEVATION

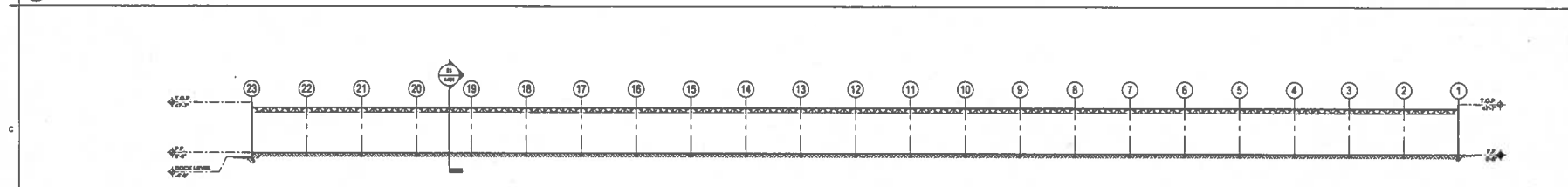
PROVIDE 8"X12" PLYWOOD BOARD WITH FULL HEIGHT OF BUILDING FOR OWNER / ARCHITECT REVIEW



E1 TRANSVERSE BUILDING SECTION
1" = 32'-0"



D1 ENLARGED LONGITUDINAL BUILDING SECTION
1" = 32'-0"



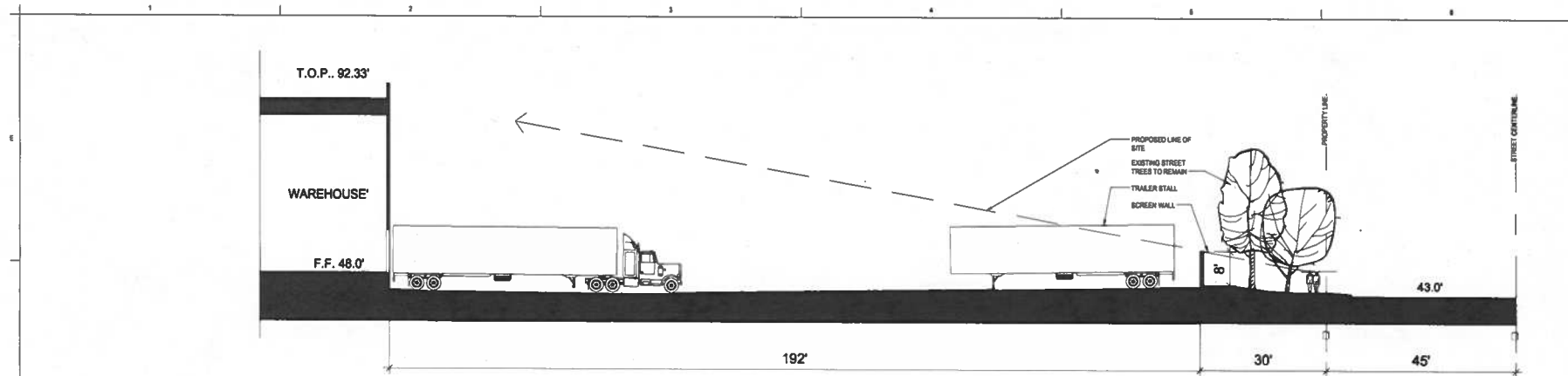
C1 OVERALL LONGITUDINAL BUILDING SECTION
1" = 48'-0"



Revision	By	Date
1	MEAS	01/11/2011
2	MEAS	01/11/2011
3	MEAS	01/11/2011
4	MEAS	01/11/2011
5	MEAS	01/11/2011
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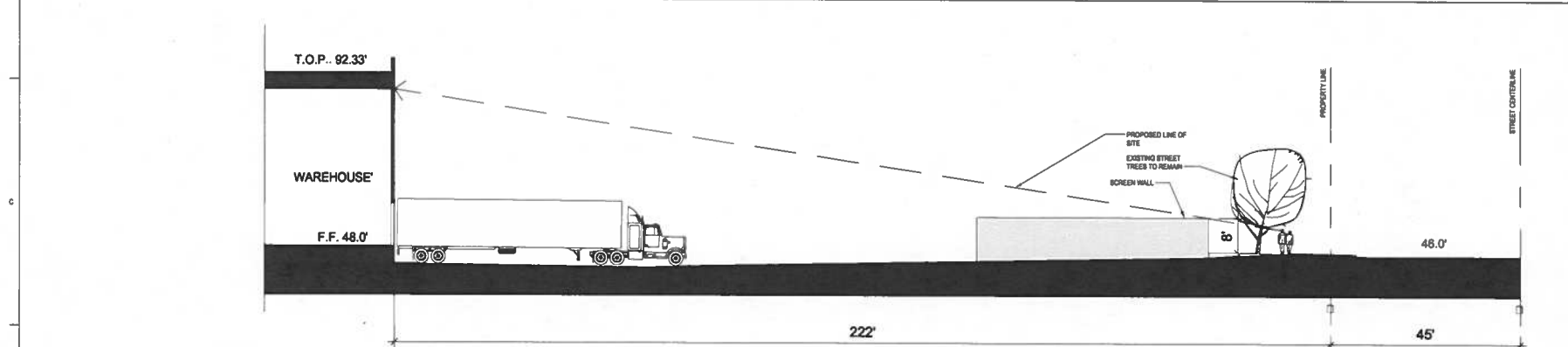
MEAS AB03

Report
SD - SJU ILLUMINAS
Project No. 201455002
Date Issued: 01/11/2011
Title
BUILDING SECTIONS
Scale: As Indicated
Revision:
Drawing No. **A401**



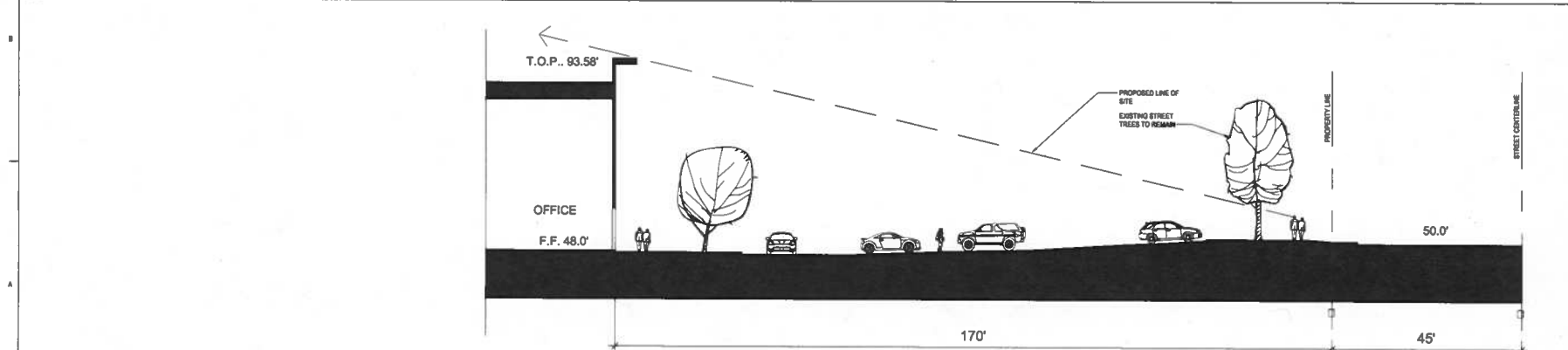
C1 LINE OF SIGHT (SECTION A)

AB01 1" = 10'-0"



B1 LINE OF SIGHT (SECTION B)

AB01 1" = 10'-0"



A1 LINE OF SIGHT (SECTION C)

AB01 1" = 10'-0"



Stantec
1000 California Dr
San Jose, CA 95128
Tel: 408.434.2200
Fax: 408.434.2201
www.stantec.com
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Consultant

Project No.	Revision	Date
2014-03-000	1	03/03/14
2014-03-000	2	03/03/14
2014-03-000	3	03/03/14
2014-03-000	4	03/03/14
2014-03-000	5	03/03/14
2014-03-000	6	03/03/14
2014-03-000	7	03/03/14
2014-03-000	8	03/03/14
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2014-03-000	17	03/03/14
2014-03-000	18	03/03/14
2014-03-000	19	03/03/14
2014-03-000	20	03/03/14

Permit/Seal

MEAS AB01

Tenonit

SSD - SS11 MBPTAS

Project No. 2014-03-000

Drawn By: AB01/AB01

Check By: AB01/AB01

Title

LINE OF SIGHT

Scale: 1" = 10'-0"

Revision:

Drawing No.

A501



SOUTHWEST CORNER EXTERIOR PERSPECTIVE VIEW



AERIAL VIEW OF TRUCKYARD FROM MILPITAS BLVD



Stantec Architecture Inc.
1000 California Dr.
Milpitas, CA 95035
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Consultant

Rev	Description	By	Check	Date
1	Initial Design	JD	JD	10/1/2019
2	Final Design	JD	JD	10/1/2019
3	Construction Documents	JD	JD	10/1/2019
4	Final Construction Documents	JD	JD	10/1/2019

Permit/Seal

HEAS AHS

Project No. 2019-000000
SSD - SJU MILPITAS
1000 California Dr.
Milpitas, CA 95035

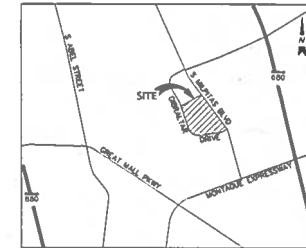
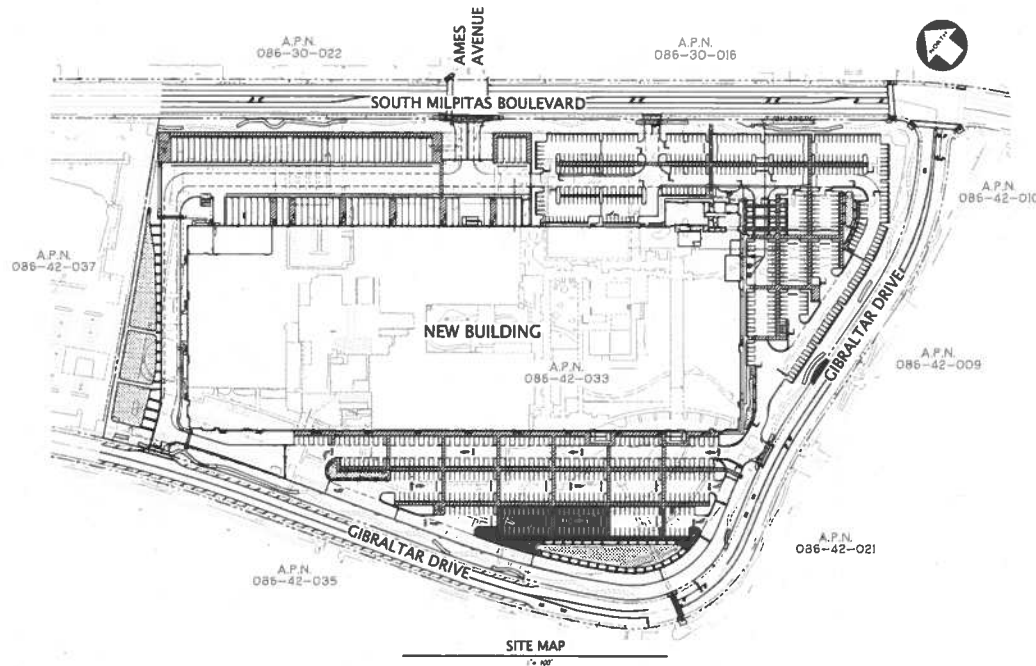
EXTERIOR RENDERINGS

Scale:
Revision:
Drawing No.

A601

PRELIMINARY SITE IMPROVEMENT PLANS

OF
1000 GIBRALTAR DR.
FOR
CDP DEVELOPMENT, INC.
MILPITAS, CALIFORNIA



VICINITY MAP

SHEET INDEX

SHEET	DESCRIPTION
CDR	COVER SHEET
CL-1	TOPOGRAHY SURVEY
CL-2	TOPOGRAHY SURVEY
CL-3	CONSTRUCTION PLAN
CL-4	PRELIMINARY GRADING & DRAINAGE
CL-5	PRELIMINARY UTILITY PLAN
CL-6	PRELIMINARY FIRE ACCESS PLAN
CL-7	PRELIMINARY STORMWATER QUALITY CONTROL PLAN
CL-8	PRELIMINARY EROSION CONTROL PLAN
CL-9	CLASH WITH BLUESHIRT
CL-10	TRUCK EXIT PLAN
CL-11	STANDARD TRUCK LOADING ENTRANCE DIAGRAM
CL-12	STANDARD TRUCK LOADING EXIT DIAGRAM
CL-13	2 MILPITAS & AMES INTERSECTION IMPROVEMENTS

SCOPE OF WORK

SCOPE OF WORK INCLUDES THE DEMOLITION OF THE EXISTING BUILDING, PARKING, AND LANDSCAPE AND CONSTRUCTING A NEW 487,384 SF WAREHOUSE BUILDING WITH ASSOCIATED LANDSCAPE, TRUCK DOCK, TRAILER PARKING, AND PRESELECTION VEHICLE PARKING.

SITE DATA

TOTAL SITE AREA	1,241,361 SF
TOTAL EXISTING BUILDING AREA	261,782 SF
TOTAL PROPOSED BUILDING AREA	487,384 SF
TOTAL EXISTING PAVEMENT AREA	346,816 SF
TOTAL PROPOSED PAVEMENT AREA	173,161 SF
TOTAL EXISTING IMPERVIOUS AREA	876,495 SF
TOTAL PROPOSED IMPERVIOUS AREA	360,433 SF
TOTAL BODYPANAL AREA	93,054 SF

GENERAL NOTES

PLANS SHALL COMPLY WITH CITY STANDARD SPECIFICATIONS, INCLUDING:
 1. VEHICULAR AND STREET DESIGN
<https://www.milpitas.gov/DocumentCenter/View/514/Standard-Specification-for-Street-Design-Improvements-PDF>
 2. BARRIER DESIGN
<https://www.milpitas.gov/DocumentCenter/View/514/Standard-Specification-for-Barrier-Design-PDF>
 3. WATER PAVING AND BRIDGES
<https://www.milpitas.gov/DocumentCenter/View/514/Standard-Specification-for-Water-Paving-and-Bridges-PDF>
 4. STREET LIGHT GUIDELINES
<https://www.milpitas.gov/DocumentCenter/View/514/Street-Lights-PDF>

DEVELOPER

CDP DEVELOPMENT, INC.
 3719 BROADWAY
 400 CAPITOL HALL, SUITE 2040
 SACRAMENTO, CA 95814
 916-379-1100

CIVIL ENGINEER

KIM & MURPHY CIVIL ENGINEERS & SURVEYORS, INC.
 ATTN: ERIC SANCHEZ, P.E.
 2850 COLLIER CANYON ROAD
 LIVERMORE, CA 94551
 925-451-6768

ARCHITECT

STANTEC
 KATHY WINTERTON
 38 TECHNOLOGY DRIVE, SUITE 200
 RIVERSIDE, CA 92518-3312
 951-616-3603

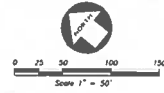
LANDSCAPE ARCHITECT

GREEN DESIGN LANDSCAPE ARCHITECTS, INC.
 BARBARA HATCH
 1460 POPPULAR DRIVE
 RENO, NV 89509
 775-679-1364

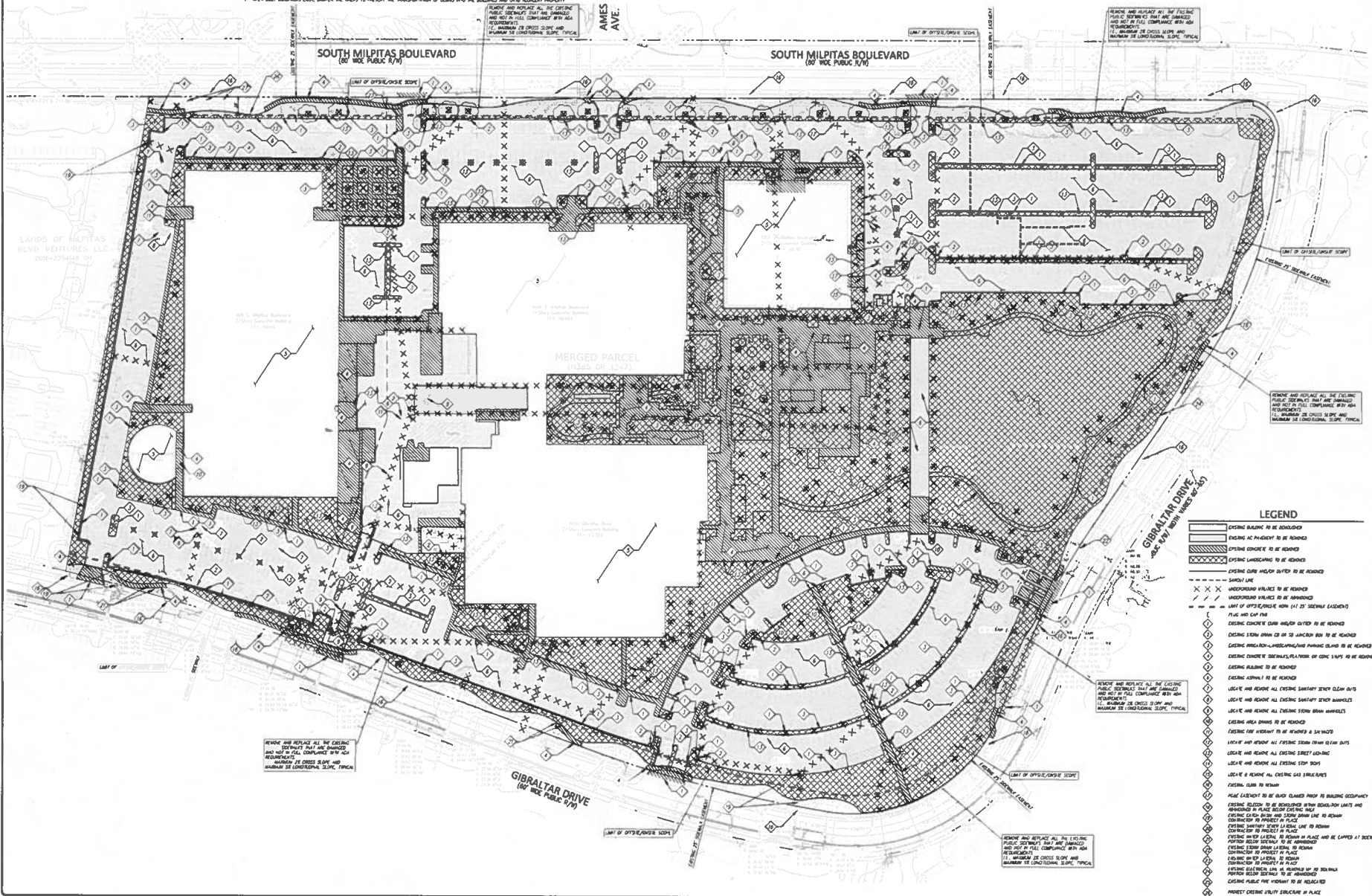
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DEMOLITION NOTES

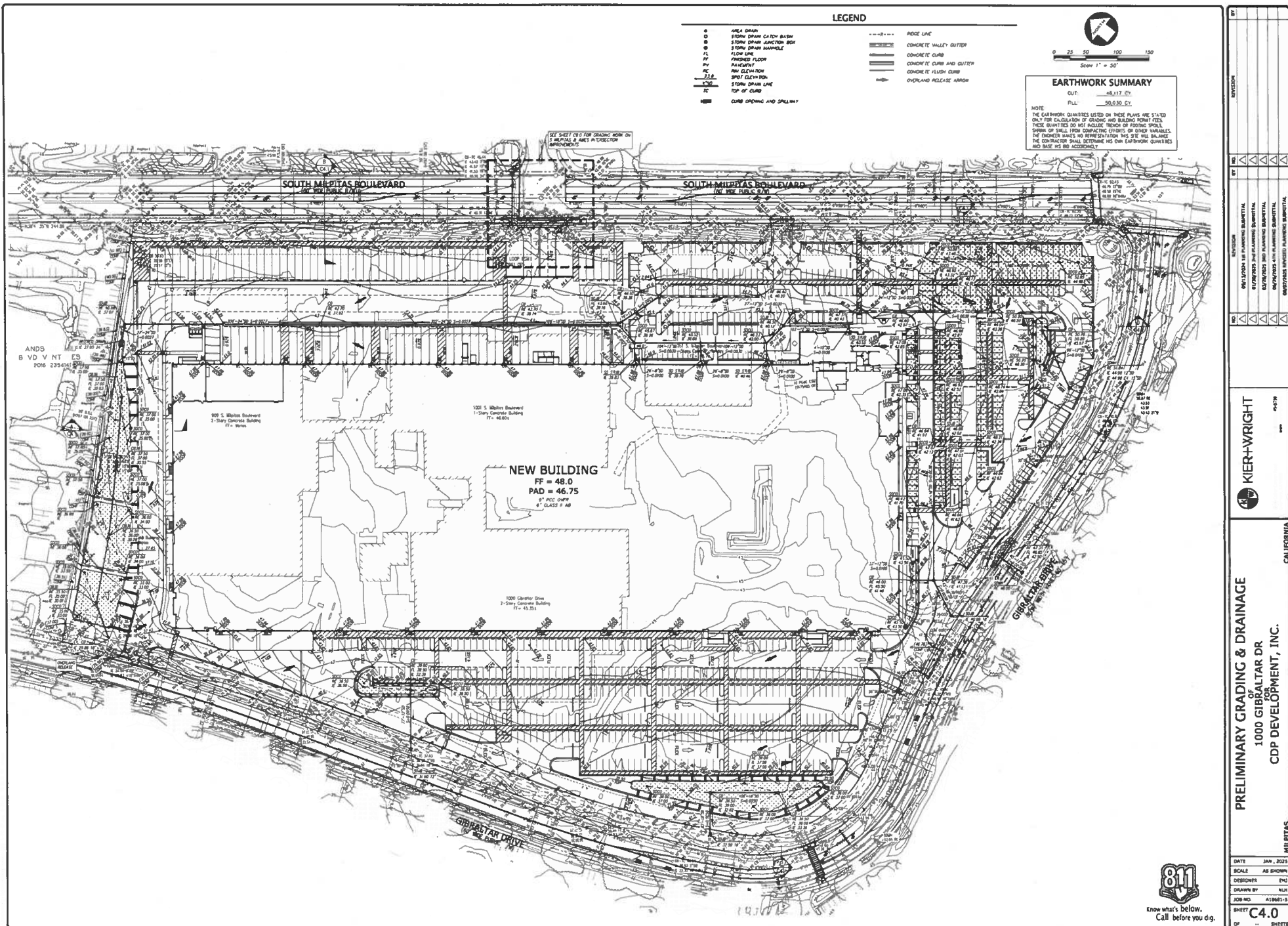
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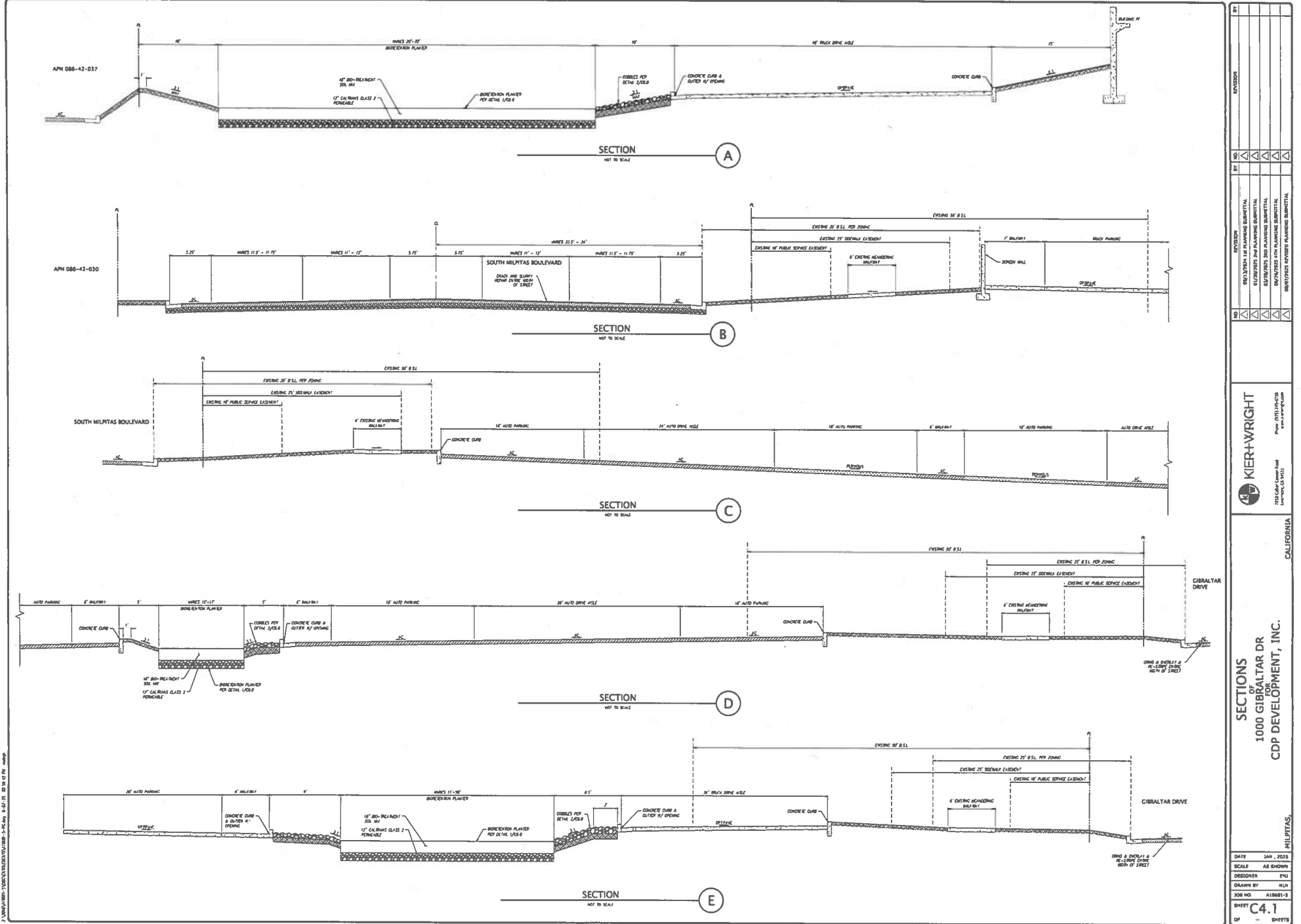


NOTE:
OFFICE WORK WILL REQUIRE A SEPARATE OFFICE
IMPROVEMENT PLAN AND AN ENCUMBRANCE FORM
FOR PUBLIC WORKS ON 3RD SECOND FLOOR WORK
ROOM AND 75 PUBLIC KEY AND FASTEN

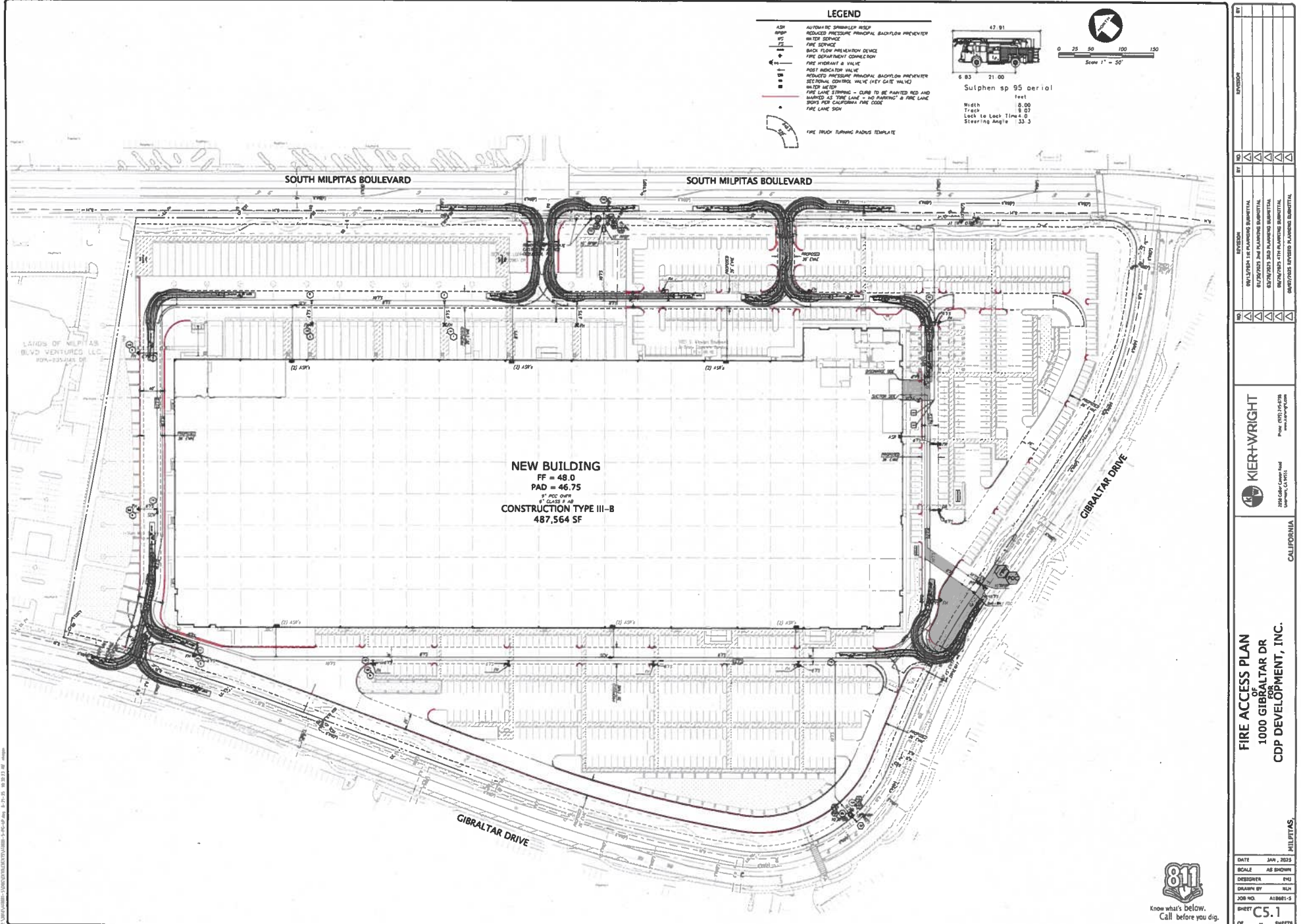


DEMOLITION PLAN OF 1000 GIBALTAR DR FOR CDP DEVELOPMENT, INC.		KIER+WRIGHT 7113 Cedar Gate Road P.O. Box 154762 San Diego, CA 92111 www.kierwright.com		CA KIER+WRIGHT 7113 Cedar Gate Road P.O. Box 154762 San Diego, CA 92111 www.kierwright.com	
DATE	JAN., 2023	NO.	000000	REVISION	
SCALE	AS SHOWN	BY			
DESIGNER	ENG				
DRAWN BY	RLH				
JOB NO.	AL8881-5				
SHEET	C2.2				





\\P0001\ADMIN\1\PROJECTS\1000 GIBALTAR DRIVE\1000 GIBALTAR DRIVE.dwg, 3/27/2023, 10:28:23 AM



** Strong Reties under 4% are sized using the Combination Flow and Volume Method. Separate worksheets for Combination Flow and Volume Method are included with City Submittal.





1



2

NO.	REVISIONS	BY	DATE	REVISIONS
1	SWQCP FOR PLANNING SUBMITTAL			
2	SWQCP FOR PLANNING SUBMITTAL			
3	SWQCP FOR PLANNING SUBMITTAL			
4	SWQCP FOR PLANNING SUBMITTAL			
5	SWQCP FOR PLANNING SUBMITTAL			
6	SWQCP FOR PLANNING SUBMITTAL			
7	SWQCP FOR PLANNING SUBMITTAL			
8	SWQCP FOR PLANNING SUBMITTAL			
9	SWQCP FOR PLANNING SUBMITTAL			
10	SWQCP FOR PLANNING SUBMITTAL			



KIER+WRIGHT

3515 Gable Center Road
Livermore, CA 94551

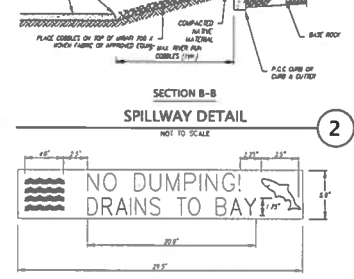
Phone: (925) 945-0200
www.kierwright.com

CALIFORNIA

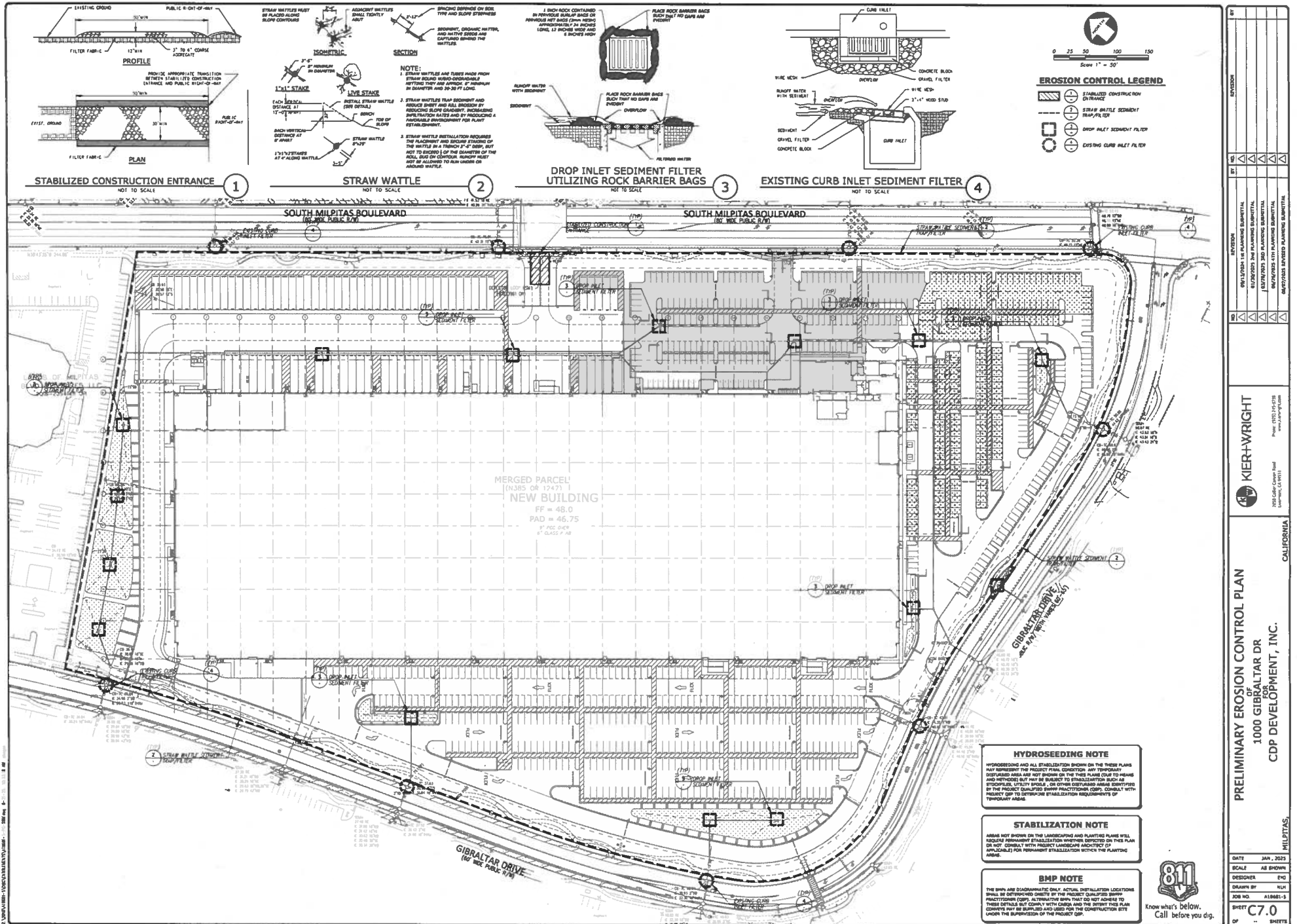
PRELIMINARY SWQCP NOTES

1000 GIBRALTAR DR

CDP DEVELOPMENT, INC.



_____ Km

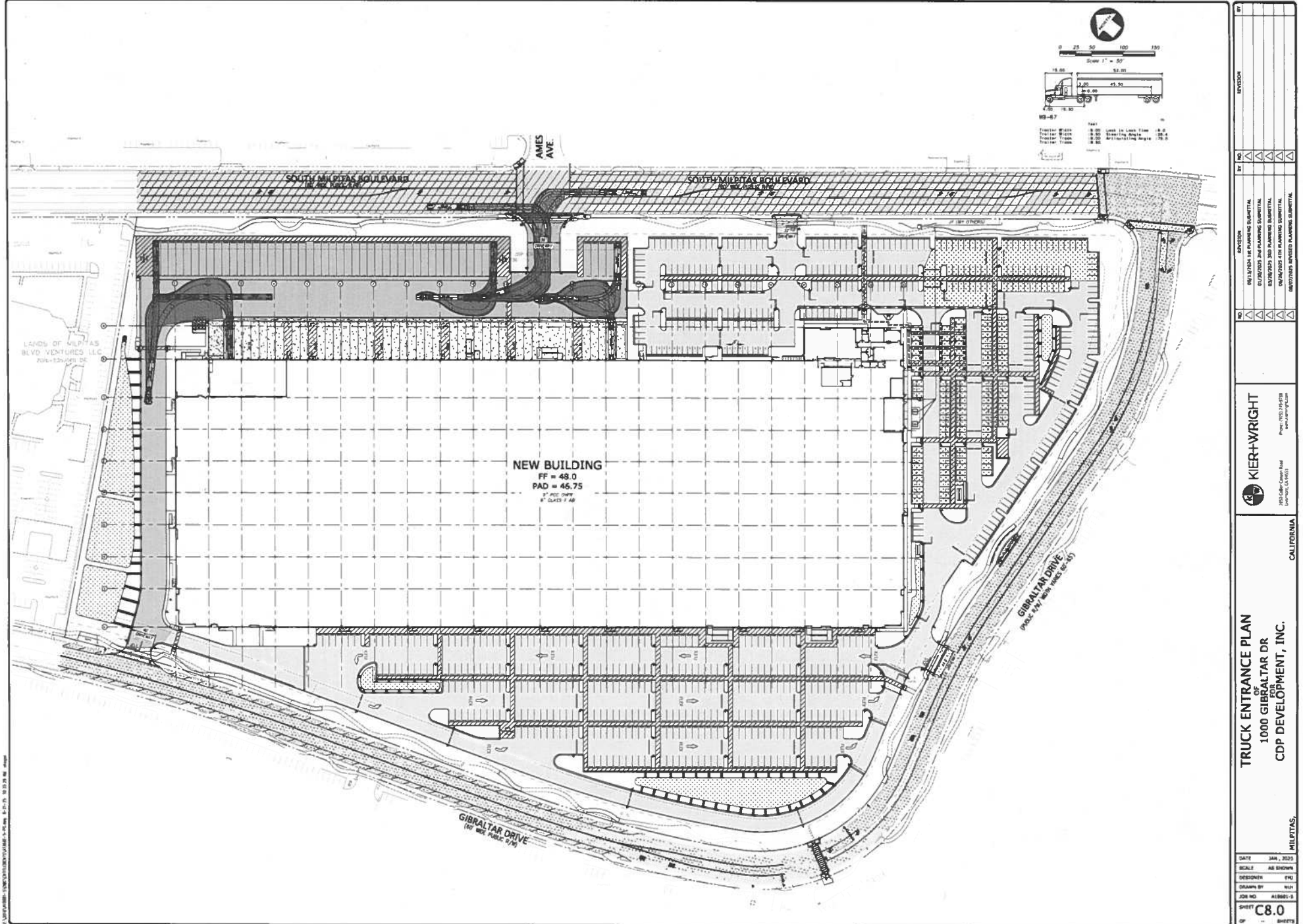


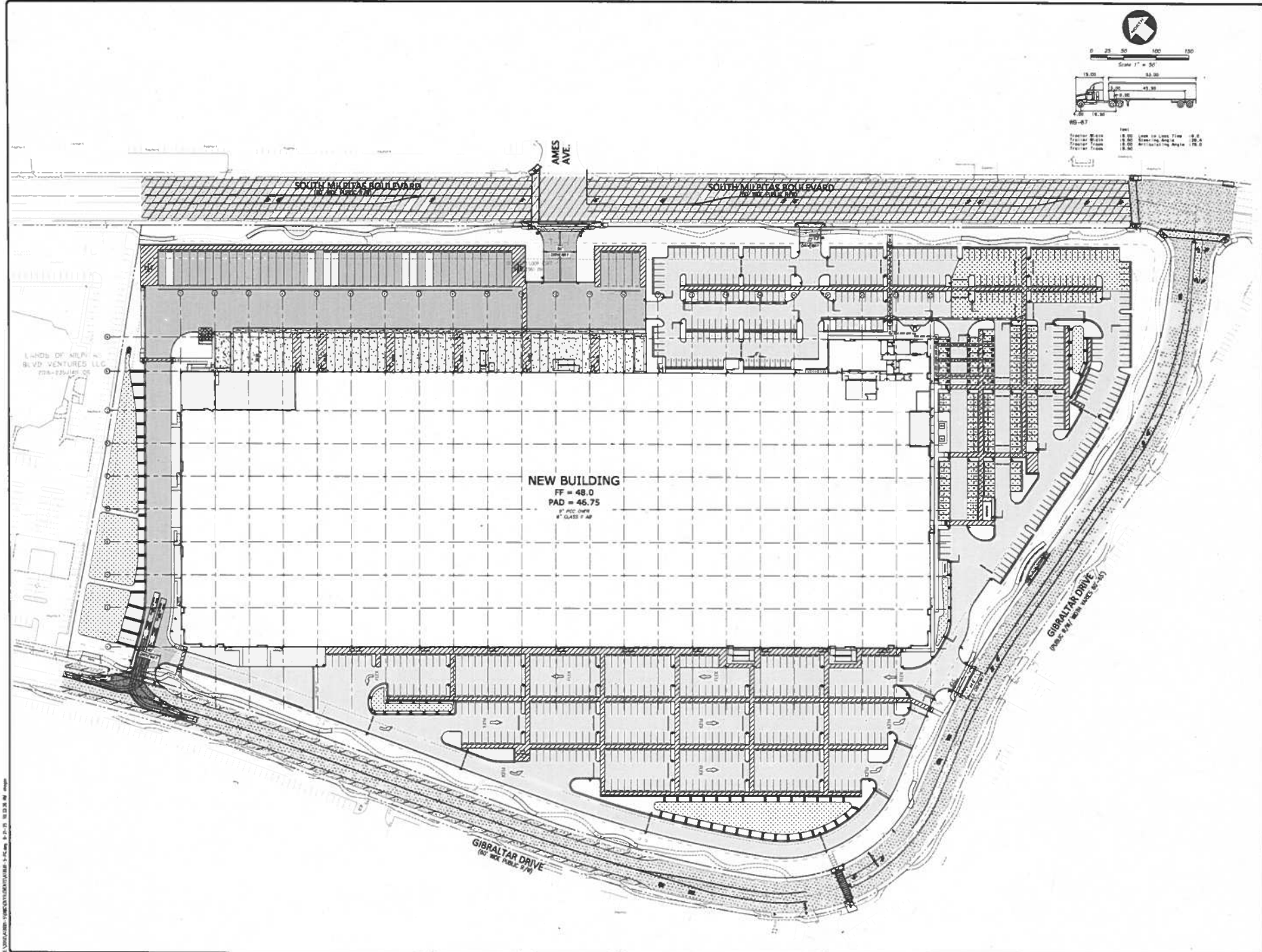
PRELIMINARY EROSION CONTROL PLAN
OF
1000 GIBALTAR DR
FOR
CDP DEVELOPMENT, INC.

DATE	JAN, 2025
SCALE	AS SHOWN
DESIGNER	END
DRAWN BY	END
JOB NO.	ALBABEL-9
SHEET	C7.0
OF	SHEETS

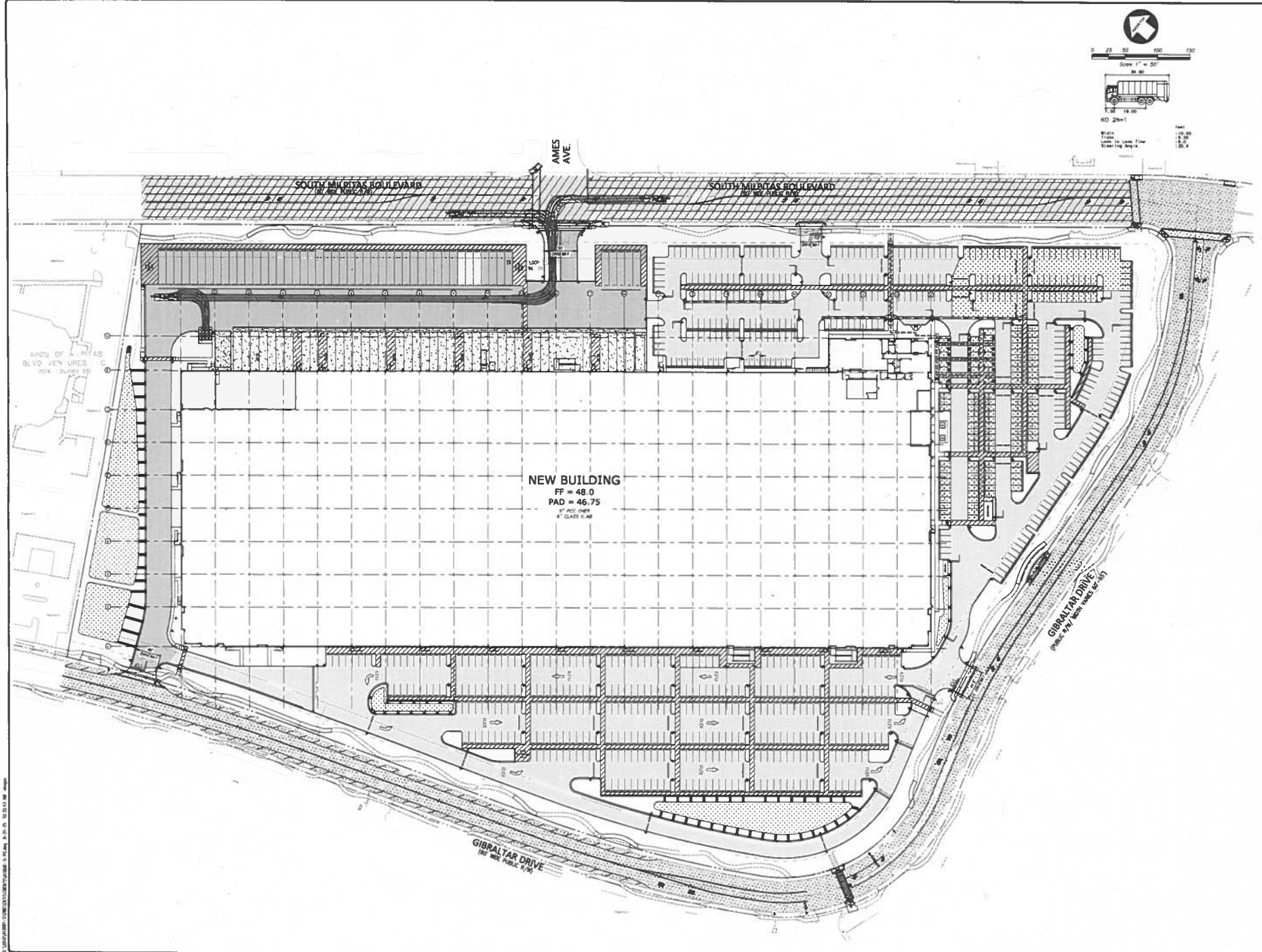


Know what's below.
 Call before you dig.

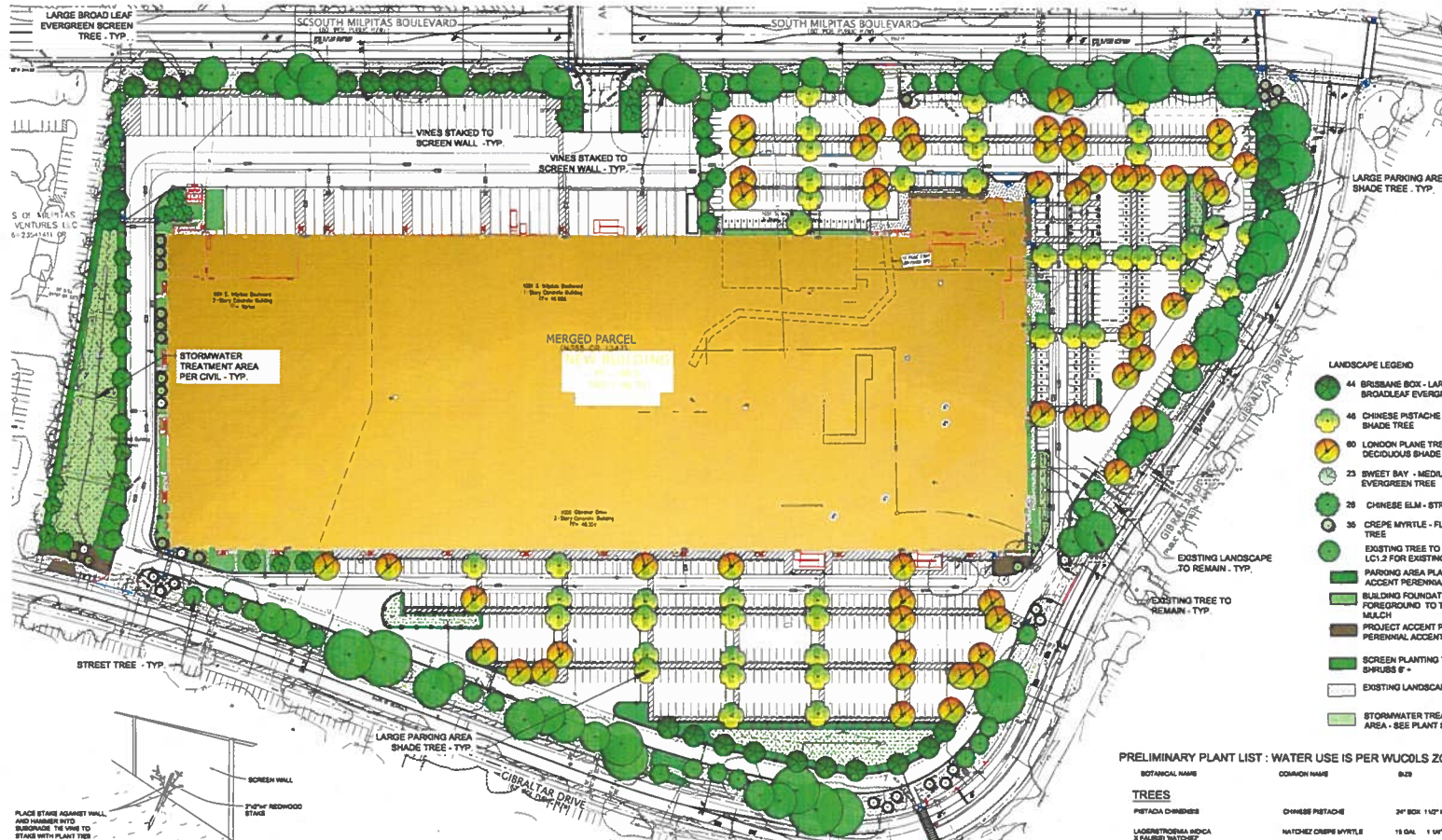




DATE	JAN, 2023
SCALE	AS SHOWN
DESIGNER	ENG
DRAWN BY	MLP
JOB NO.	A18001-3
SHEET	C8.1
OF	3 SHEETS
MILPITAS, CALIFORNIA	
TRUCK EXIT PLAN OF 1000 GIBRALTAR DR CDP DEVELOPMENT, INC.	
1000 Lake Center Blvd Suite 100 Milpitas, CA 95035 Phone: (408) 245-0000 Email: kiewright.com	
REVISION	001/2023 1st PLANNING SUBMITTAL 012/2023 2nd PLANNING SUBMITTAL 032/2023 3rd PLANNING SUBMITTAL 042/2023 4th PLANNING SUBMITTAL 052/2023 REVISED PLANNING SUBMITTAL



DATE	JUN, 2023
SCALE	AS SHOWN
DESIGNER	ENR
DRAWN BY	BLM
JOB NO.	AL9861-3
SHEET	C8.2
OF	3 SHEETS
KIER-WRIGHT GARBAGE TRUCK LOADING ENTRANCE DIAGRAM OF 1000 GIBALTAR DR CDP DEVELOPMENT, INC.	
MILPITAS, CALIFORNIA	
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EXISTING NEW	



- LANDSCAPE LEGEND**
- 44 BRUSHY BOK - LARGE BROADLEAF EVERGREEN
 - 46 CHINESE PISTACHE - LARGE DECIDUOUS SHADE TREE
 - 80 LONDON PLANE TREE - LARGE DECIDUOUS SHADE TREE
 - 23 SWEET BAY - MEDIUM BROADLEAF EVERGREEN TREE
 - 28 CHINESE ELM - STREET TREE
 - 36 CREPE MYRTLE - FLOWERING ACCENT TREE
 - EXISTING TREE TO REMAIN - SEE SHEET LC1.2 FOR EXISTING TREE INFO
 - PARKING AREA PLANTING - LOW TO MEDIUM SHRUBS FLOWERING w/ ACCENT PERENNIALS & GRASSES w/ BARK MULCH
 - BUILDING FOUNDATION PLANTING - LOW PLANTING 1'-4' TALL SHRUBS IN FOREGROUND TO TALL FOUNDATION PLANTING AT BUILDING w/ BARK MULCH
 - PROJECT ACCENT PLANTING FLOWERING SHRUBS & GROUND-COVERS, PERENNIAL ACCENT, BARK MULCH & BOULDER ACCENTS
 - SCREEN PLANTING TALL SCREEN SHRUBS 8' +
 - EXISTING LANDSCAPE TO REMAIN
 - STORMWATER TREATMENT PLANTING AREA - SEE PLANT SPECIES BELOW

PRELIMINARY PLANT LIST: WATER USE IS PER WUCOLS ZONE 1

BOTANICAL NAME	COMMON NAME	SIZE	WATER REQUIRE ZONE	MATURE HEIGHT
TREES				
PETALIA CHINESE	CHINESE PISTACHE	24" BOX 1 1/2" MIN. CAL.	L	80' X 40'
LAGERSTROMIA SPECIOSA	WATCHDOG BAY	18" GAL. 1 1/4" CAL. MIN.	L	20' X 12'
PLATANUS x ACEROLIA	LONDON PLANE	24" BOX 1 1/2" MIN. CAL.	L	80' X 40'
ULMUS PARVIFOLIA	CHINESE ELM	24" BOX 1 1/2" CAL. MIN.	L	80' X 40'
LAURUS NOBILIS	SWEET BAY	18" GAL. 1 1/4" CAL. MIN.	L	30' X 30'
LOROPETALUM CHINENSIS	BRUSHY BOK	24" BOX 1 1/2" CAL. MIN.	L	80' X 30'
LARGE SHRUBS				
CEANOTHUS COCA	CEANOTHUS	6" GAL.	L	8' X 10'
ANTHOTHYLLUS DENSIFLORA	MANARITA	6" GAL.	L	3' X 6'
ARISTOLYCHIA	DR. STRAWBERRY TREE	6" GAL.	L	8' X 6'
DROUGHT TOLERANT SHRUBS				
LANTANA W. GOLD RUBY	GOLD RUBY LANTANA	6" GAL.	L	2' X 4'
IMPATIENS CLARK	INDIAN HARTSHORN	6" GAL.	L	4' X 4'
PERSEA WOODEN	NEW ZEALAND PLAX	6" GAL.	L	2' X 2'
ANACARDIUM MEXICANUM	CLEVELAND BARGE	6" GAL.	L	2' X 4'
SAVIA G. GOLD BLUE	HE PLAX	6" GAL.	L	2' X 2'
PRODRUM VANDERBEEK	SANTOLIA	6" GAL.	L	2' X 2'
SANTOLIA VIRENS	DR. BOTTLEBRUSH	6" GAL.	L	4' X 4'
CALLISTEMON LITTLE JOEY	WILD LAC	6" GAL.	L	2' X 4'
CEANOTHUS ALBA PHILIP	MANARITA	6" GAL.	L	2' X 4'
ANTHOTHYLLUS DENSIFLORA	MANARITA	6" GAL.	L	2' X 4'
PERENNIALS				
EPILYRIS CANAL	CA. FUCHSIA	1" GAL.	L	2' X 2'
GAZANIA BRIGHT YELLOW	TRAILING GAZANIA	1" GAL.	L	1' X 2'
ACHILLEA WOODHOUSE	WOODHOUSE YARROW	1" GAL.	L	1' X 2'
GRASSES				
LOMONIA WISSEY	SWEET MAT RUSH	1" GAL.	L	2' X 2'
PETALIA WOOD	ALBA FESCUE	1" GAL.	L	2' X 2'
STORMWATER TREATMENT				
CHOROPETALUM TETRACOM	SMALL CAVE RUSH	1" GAL.	L	4' X 2'
JUNCUS PATE	COMMON RUSH	1" GAL.	L	2' X 2'
MULLEBERGIA ROSE	DEER GRASS	1" GAL.	L	2' X 2'
VINES				
CAMPID RADIANS YELLOW	CREeping TRUMPET VINE	6" GAL.	L	NA

LANDSCAPE NOTES:

THE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIALS FOR ONE FULL YEAR FROM THE DATE OF PLANTING. THE CONTRACTOR SHALL MAINTAIN THE SITE INCLUDING WATER SCHEDULING AND MOISTURE FOR THE ONE YEAR GUARANTEE PERIOD. ANY PLANTS REPLACED UNDER THE GUARANTEE SHALL BE GUARANTEED FOR ONE FULL YEAR FROM THE DATE OF REPLACEMENT. TAG ALL REPLACED PLANT MATERIAL WITH REPLACEMENT DATE.

SOIL IN THE PLANTER AREAS SHALL BE AMENDED FOR A SOIL ANALYSIS REPORT AND RECOMMENDATIONS PREPARED BY AN AGRICULTURAL, SUITABILITY SOIL TESTING SERVICE AFTER PLANTERS ARE BROUGHT TO GRADE PER CIVIL DRAWING PLAN. ALL SOIL ANALYSES AND REPORTS SHALL SATISFY THE REQUIREMENTS OF 402.5 IN THE CALIFORNIA WATER EFFICIENT LANDSCAPE ORDINANCE FOR A SOIL MANAGEMENT REPORT. THE RESPONSIBILITY OF PREPARATION THIS REPORT SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY. THE CONTRACTOR SHALL SUBMIT THE REPORT TO THE GENERAL CONTRACTOR FOR SUBMITTAL TO THE CITY. SOIL PLANTERS COLLECT A MINIMUM OF 18 SOIL SAMPLES FROM QUARTER PLANTER AREAS AFTER PLANTERS HAVE BEEN BROUGHT TO GRADE. THOROUGHLY MIX THE COLLECTED SAMPLES AND SUBMIT ONE MESS SAMPLE FOR ANALYSIS WITH RECOMMENDATIONS FOR ORGANIC SOIL AMENDMENT. PLANTER AREA SOILS SHALL BE AMENDED PER THE SOIL ANALYSIS RECOMMENDATIONS TO A MIN. DEPTH OF 6" PRIOR TO PLANTING. AT MINIMUM FOR SOILS LESS THAN 6" ORGANIC MATTER IN THE TOP 6" INCHES OF SOIL COMPOST AT A RATE OF FOUR CUBIC YARDS PER 1,000 S.F. OF PLANTER AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO EXISTING SOIL. PLANTER AREAS LOCATED SOIL TO A DEPTH OF 12" PRIOR TO AMENDING. AMENDING AREAS AND LOCATED PER SOIL ANALYSIS RECOMMENDATIONS OR HAS STATED WHICH EVER IS GREATER. RAKE OUT ALL ROCK AND DEBRIS GREATER THAN 1" UP. DO NOT USE ANY OTHER GRADES. SOIL REPORT SHALL INCLUDE SOIL RPT. TAG TAG RATE FOR IRRIGATION SCHEDULING. PLANT SOILS SHALL BE AMENDED AT THE TIME OF PLANTING PER THE SOIL RECOMMENDATIONS. ALL PLANTS SHALL BE SPRAYED WITH VERMIFLEX OR SOIL ORGANIC POLAR FERTILIZER AFTER INSTALLATION.

A COPY OF THE SOIL ANALYSIS AND SOIL AMENDMENTS INCORPORATED SHALL BE SUBMITTED TO THE OWNER AND THE CITY AS PART OF THE PROJECT LANDSCAPE DOCUMENTATION PACKAGE.

THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING PLANT MATERIAL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PLANT MATERIALS PROVIDED OVER QUANTITIES LISTED IN THE PLANT LISTING.

A LANDSCAPE DOCUMENTATION PACKAGE THAT INCLUDES THE FOLLOWING IS TO BE SUBMITTED TO THE CITY IN FINAL DESIGN:

1. WATER EFFICIENT LANDSCAPE WORKSHEET
2. SOIL MANAGEMENT REPORT
3. LANDSCAPE DESIGN PLAN
4. IRRIGATION DESIGN REPORT
5. EFFECTIVE PRESCRIPTION DISCLOSURE STATEMENT
6. CERTIFICATE OF COMPLIANCE
7. LANDSCAPE AND IRRIGATION MAINTENANCE SCHEDULE
8. IRRIGATION AUDIT REPORT

NOTE: PLANT WALL CLIMBING VINE SPECIES ONLY

VINE STAKING TO WALL DETAIL

LANDSCAPE CALCULATIONS

876 AREA LANDSCAPE REQUIRED

6.5 MILPITAS BLVD LANDSCAPE (BETWEEN 30' PROVIDED)

QUANTITIES DRIVE LANDSCAPE (BETWEEN 30' PROVIDED)

TOTAL LANDSCAPE AREA: 1,325.25 S.F.

TREES INCLUDING 1 TREE PER 1,000 S.F. (1,325.25 S.F.) = 1.33 TREES

MIXTURE TREES REQUIRED = 352

TOTAL TREES PROVIDED = 352 (INCLUDING 88 EX. TO REMAIN)

SEE SHEET LC1.2 FOR TREE REMOVAL PLAN AND MITIGATION CALCULATIONS

PRELIMINARY LANDSCAPE PLAN

SCALE: 1" = 30'-0"

DATE: SEPT., 2024

SCALE: AS SHOWN

DESIGNER: BS

DRAWN BY: CH

JOB NO.: A1881-5

SHEET: LC1.1

OF: 1 SHEETS

KIER+WRIGHT

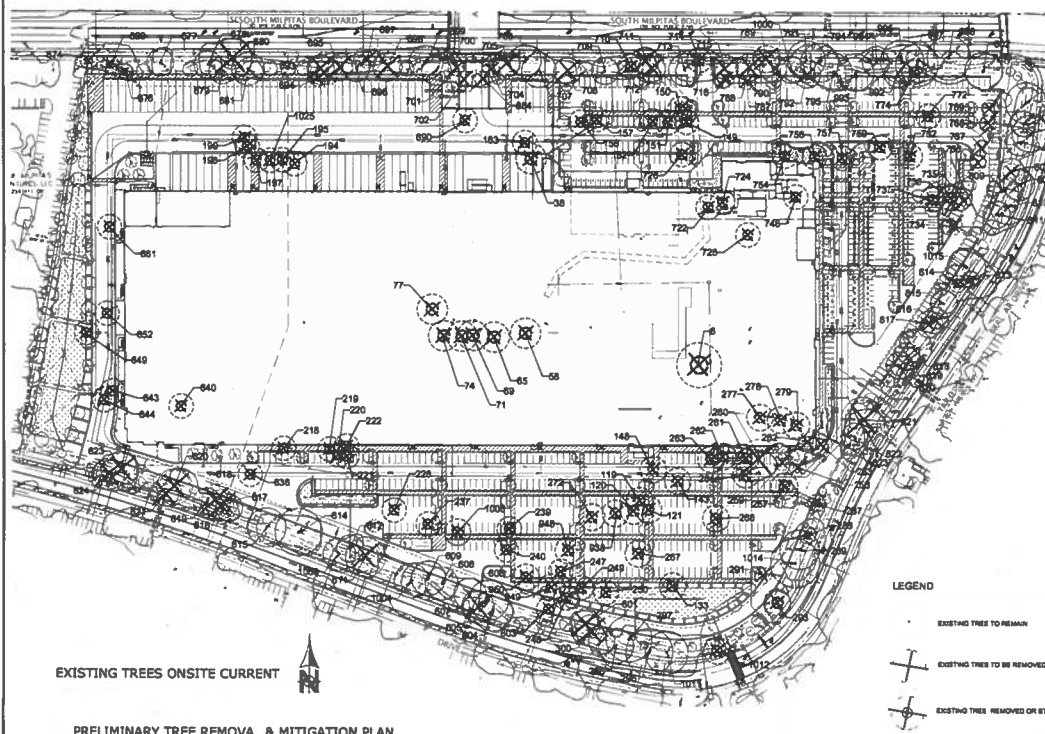
1484 Poppley Drive
Reno, NV
P. 775.859.1384
email: kwr001@kierwright.net

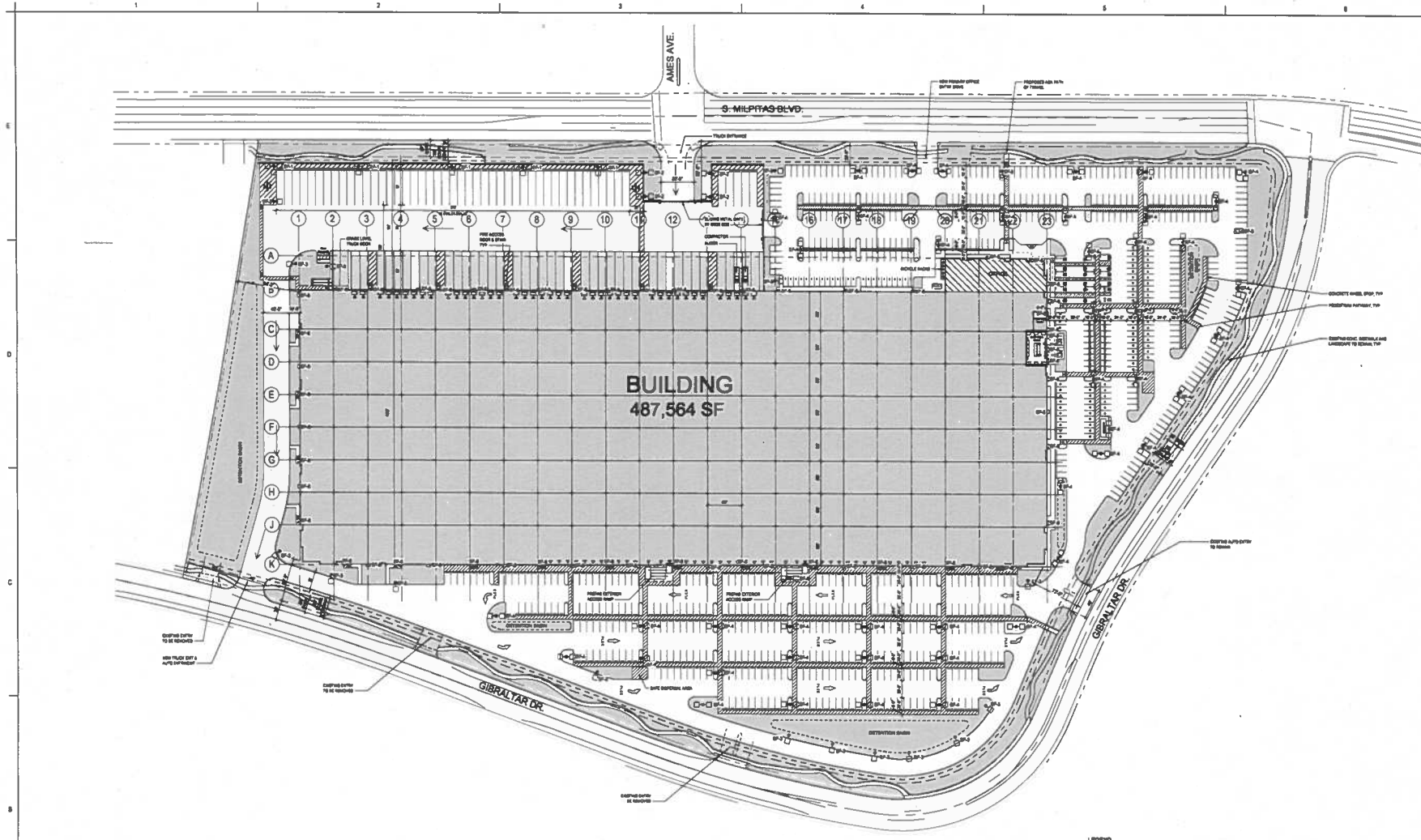
LANDSCAPE ARCHITECT, INC.

REGISTERED LANDSCAPE ARCHITECT
No. 10000
California



Site	Species	DBH	Height	Health	Status	Remarks
1	Cast hie oak	60			Removed	
2	Chinese negundo	42			Removed	
3	Maple	58			Removed	
4	Cast redstart	47			Removed	
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1 SITE LIGHTING PLAN
1" = 80'-0"

Conclusion

Item	Description	Notes
1	CONCRETE WHEEL STOP, TYP	
2	REINFORCED CONCRETE, TYP	
3	CONCRETE CURB, SIDEWALK AND LANDSCAPE TO REMAIN, TYP	

Permitted

HSAS ARES

Client: SED - SJU MILPITAS
 Project No.: 201433000
 Date: 10/10/14
 Title: SITE LIGHTING PLAN
 Scale: 1" = 80'-0"
 Drawing No.: E101

25C209.000
MILPITAS, CA

C.	Date	Description
----	------	-------------

Roadway Lighting Plan

LTG-01

NOT FOR CONSTRUCTION

[illegible][illegible]



CITY OF MILPITAS

Planning Commission

MEETING MINUTES

7:00pm

SEPTEMBER 10, 2025

CITY COUNCIL CHAMBERS,
455 E CALAVERAS BLVD, MILPITAS, CA
and
via TELECONFERENCE (Zoom Webinar)

CALL TO ORDER

Chair Gupta called the meeting to order at 7:01 pm.

PLEDGE OF ALLEGIANCE

Commissioner Galang led the pledge of allegiance.

ROLL CALL

Recording Secretary Medina called the roll.

PRESENT: Chair Gupta, Vice Chair Caulkins, Galang, Kong, Medina-Ashby, and Awasthi.

ABSENT: Albana

STAFF: Lillian VanHua, Christopher Creech, Lillian VanHua, Anjulie Palta (consultant), 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 September 10, 2025.

Motion/Second Galang/Medina-Ashby

Motion carried by a vote of AYES: 6 NOES: 0

APPROVAL OF THE MEETING MINUTES

By motion, approve the meeting minutes for August 27, 2025.

Motion/Second Awasthi/Kong

Motion carried by a vote of AYES: 5 NOES: 0 ABSTAIN: 1 (Medina-Ashby)

ANNOUNCEMENTS

Commissioner Caulkins expressed appreciation to all firefighters in recognition of National Firefighter Appreciation Month, and extended thanks to all public servants. Lillian VanHua noted that Planning Director Jay Lee was not present, and she is serving as Acting Director on behalf of Jay Lee.

PUBLIC FORUM

Chair Gupta invited members of the public to address the commission, and there were none.

PUBLIC HEARING

IX-1 NEW INDUSTRIAL BUILDING (WAREHOUSING AND DISTRIBUTION) – 1000 GIBRALTAR DRIVE – P-SD24-0006, P-EA24-0002, and P-TR25-0021: A request for a Site Development Permit, Environmental Assessment, and Tree Removal Permit to remove and replace 25-ordinance sized trees, demolish all existing structures on the site including four industrial/office buildings, surface parking lots, and associated improvements, and develop a new, one-story, 487,564-square foot tilt-up concrete industrial building with office space and associated site improvements on an approximately 28.96-acre site in the M2 (Heavy Industrial) Zoning District located at 1000 Gibraltar Drive (also known as 1001 S Milpitas Blvd.). The height of the new

building will be approximately 46-feet and 6-inches above grade level (up to a maximum height of 49-feet and 6-inches to top of parapet). Proposed site improvements include new internal roadways, landscaping, offsite public improvements, and a new surface parking lot with 781 vehicle parking spaces, 50 oversized parking stalls for tractor-trailers, and 27 loading dock doors. As a Lead Agency, the City has prepared an Addendum to the 1000 Gibraltar Drive Final Environmental Impact Report (SCH No. 2020069024) in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15162 and 15164.

(47:42) Project Planner Kristina Phung and applicant team addressed commissioners' clarifying questions on various topics.

- Clarification about truck exit routes; applicant confirmed Gibraltar exit allows left/right turns, main entry will be signalized.
- Question raised about electric vehicle/truck charging; applicant noted 20 EV chargers day one, 90 prepped, and code requires at least one truck charger.
- Commissioners asked what makes the facility unique; staff said it's a sub same-day (SSD) delivery model with on-site goods for rapid delivery and gig-style drivers (Flex program).
- Expected to create 363 on-site jobs (not including delivery drivers); additional parking provided to support drivers.
- Discussion on sales tax: City and HDL consultant are working with Amazon to capture Bradley-Burns sales tax; currently similar Amazon sites generate only county pool revenue; SSD hybrid model could generate local sales tax but not confirmed yet.
- Commissioner asked about height concerns from adjacent businesses; applicant said required notices sent, no objections received.
- Confirmed Amazon purchased site (~\$120M) and plans ~\$80M development investment; total ~500k sq. ft facility.
- Amazon rep highlighted over 500 existing Milpitas jobs, expects 363 more, and reiterated partnership with City.

Chair Gupta invited members of the public to address the commission and there were two speakers:

- *Doug Chesshire (Carpenters Local 405)* spoke in opposition to the project as proposed, citing Amazon's history of using non-local, low-wage contractors, lack of benefits, and avoidance of state-certified apprenticeship programs. He urged the Commission to require binding commitments for local labor, living wages, benefits, and apprenticeship participation before approving the project.
- *Rene Baez (Carpenters Local 405)* requested that the Commission continue the item to a later date to allow the public more time to review the recently released EIR addendum. She noted that the original EIR was from March 2021 and circumstances have changed since then, and stated that five days of review is insufficient.

Additional discussion prior to closing Public Forum included:

- **EIR/Addendum:** Consultant (First Carbon Solutions) confirmed no significant new impacts since original EIR; traffic analysis showed impacts consistent with prior findings. Addendum does not require public circulation per CEQA.
- **Labor Practices:** Amazon representative stated they use both union and non-union labor via open bid; about 50% of projects nationwide have used union labor.
- **Workforce Programs:** Amazon highlighted \$1.2B investment in employee training and education (Career Choice program), prepaid tuition, and free tech training programs; partnerships with local colleges.

- **Wages:** Average warehouse starting wage ~\$22.50/hr (higher in Bay Area); delivery drivers average ~\$23/hr and are employed by third-party companies.
- **Truck & Delivery Operations:** About 15 inbound and 15 outbound semi-truck trips daily, staggered roughly every 2 hours; ~1,500 small-vehicle deliveries per day spread throughout the day (not in large waves); 50 trailer parking stalls on site; no on-site maintenance—mobile service if needed.
- **Planning Commission Scope:** City attorney clarified Commission's decision must be based only on CEQA compliance, tree removal permit, and site development permit (general plan consistency, zoning compliance, and compatibility with surrounding development); labor standards are outside Commission's jurisdiction.

Motion to close the Public Forum.

Motion/Second Medina-Ashby/Galang

Motion carried by a vote of AYES: 6 NOES: 0

Recommendation: Staff recommends that the Planning Commission open and close the public hearing, consider the Addendum to the 1000 Gibraltar Drive Final Environmental Impact Report (SCH No. 2020069024) in accordance with CEQA Guidelines Sections 15162 and 15164, and adopt Resolution 25-012, approving Site Development Permit No. SD24-0006, Environmental Assessment No. 24-0002, and Tree Removal Permit No. 25-0021 subject to the findings and Conditions of Approval.

Motion/Second Medina-Ashby/Galang

Motion carried by a vote of AYES: 6 NOES: 0

NEW BUSINESS

NO ITEMS.

ADJOURNMENT

Chair Gupta adjourned the meeting at 8:27 pm

Motion/Second Awasthi/Kong

Motion carried by a vote of AYES: 6 NOES: 0

Meeting Minutes submitted by
Planning Commission Secretary Elizabeth Medina

City of Milpitas

455 E. Calaveras Blvd.
Milpitas, CA 95035

File with: Milpitas City Clerk
Milpitas City Hall, 3rd floor
455 E. Calaveras Blvd.
Milpitas, CA 95035

If questions, call:

PLANNING: 408-586-3279
CITY CLERK: 408-586-3001



APPEAL FORM

1. APPELLANT(S):

Name: Mitchell M. Tsai/ Carpenters Local Union #405
Company: Mitchell M. Tsai Law Firm
Address: 139 S. Hudson Ave. Suite 200
City/State/Zip: Pasadena, CA 91101

2. DECISION BEING APPEALED:

I (we), the undersigned, do hereby appeal a decision of the Planning Commission's
(or other body's) approval of:

New Industrial Building (Warehouse and Distribution)

PROJECT: P-SD24-0006, P-EA24-0002, and P-TR25-0021

LOCATION: 1000 Gibraltar, Milpitas, CA

DATE OF DECISION BEING APPEALED: September 10, 2025

3. STATE THE SPECIFIC RELIEF WHICH THE APPELLANT SEEKS:

The Project will result in significant and unmitigated impacts related to
flood hazards. The adopted addendum is insufficient to provide the
necessary environmental review for the project. See attached .

4. SUMMARY OF REASONS WHY THE APPELLANT CLAIMS ENTITLEMENT TO THE RELIEF SOUGHT:

Denial of adopted entitlements and withdrawal of the published
Notice of Determination for the project's addendum. Additional environmental
review should be required and circulated for public comment
prior to any new project approvals. See attached.

Attach additional pages, if more space is needed.

I, the undersigned, acknowledge the procedures for filing an appeal, including the responsibilities of public notices in accordance with the Milpitas Municipal Codes Title XI 10-64.04, as prescribed for zoning related hearings, and Title I 20-2.02 for Notices provided by mail.

DATE: September 22, 2025

SIGNATURE

Mitchell M. Tsai

PRINT NAME: Mitchell M. Tsai



PAID Filing Fee \$2135.00

ADDRESS 139 S. Hundson Avenue, Suite 200

 Cash

CITY/ST/ZIP Pasadena, CA 91101

5124754
Check No.

PHONE #s: 626-314-3821

E-MAIL ADDRESS: mitch@mitsailsaw.com

graceh@mitsailsaw.com; info@mitsailsaw.com

FORM & FEE RECEIVED BY: _____

(City staff name)

DATE RECEIVED: _____

City of Milpitas

455 E. Calaveras Blvd.
Milpitas, CA 95035



PROCEDURE

PROCEDURE

Any person aggrieved by any decision of any officer, board, commission or department of the City of Milpitas, may appeal the decision to the City Council by filing a written notice of appeal with the City Clerk within twelve (12) calendar days of the date of the decision. The time limit shall be enforced. Per Milpitas Municipal Code I 20-5.02.

FEE FOR FILING

The appellant shall pay to the City at the time of filing the notice of appeal the sum of \$2,135.00. Fee established in the Master Fee Schedule adopted by City Council Resolution No. 9346 on June 18, 2024.

CONTENTS OF NOTICE

Notice of appeal shall state:

- (1) The name, address and e-mail of the appellant(s).
- (2) The decision appealed from, the date of the decision and the name of the officer, board, commission or department rendering the decision.
- (3) The specific relief which the appellant seeks.
- (4) A summary of the reasons why the appellant claims he/she is entitled to the relief sought.

The Notice of appeal shall be signed by the appellant or appellants.

SETTING OF HEARING DATE

If the decision appealed from was one rendered upon public hearing before a City officer, Board, Commission or Department, the City Clerk shall cause a hearing to be set before the Council within sixty (60) days of the filing of the notice of appeal (per Milpitas Municipal Code I-20-5.06). Notice of hearing shall be given in the same manner as was required to be given upon the original hearing before the Commission (in accord with Milpitas Municipal Code XI 10-64.04).

NOTICE

Notice shall be given to the appellant or appellants by mail in accordance with Section I-20-2.02 of the Milpitas Municipal Code. For appeals related to Zoning applications, notices shall also be in accordance with Title XI, 10-64.04 of the Milpitas Municipal Code.

HEARING APPEAL

The City Council shall hold a hearing upon the appeal in accordance with the provisions of Section I-20-3.02 of the Milpitas Municipal Code. The Council may hear and consider evidence presented at the hearing and may also hear and consider new evidence. The Council may also consider the decision of the officer, board, commission or department and the reasons assigned, if any.

DECISION OF THE COUNCIL

The Council shall render its decision by majority vote within sixty (60) days of the close of the hearing on appeal, per Milpitas Municipal Code I-20-3.17. The decision of the City Council shall be final.

When an appeal from any decision of any City officer, board, commission or department to the Council is authorized by ordinance of the City or by the Milpitas Municipal Code, the Council shall be empowered to hear new evidence upon the appeal and to:

- (i) sustain the decision, or
- (ii) reverse and remand the decision for further consideration, or
- (iii) reverse the decision (without remand) and reach an opposite decision, or
- (iv) modify the decision, or
- (v) sustain, reverse or modify the decision, subject to such new or additional conditions as are imposed by the Council

provided, however, that the City Council shall not modify a decision or sustain, reverse or modify the decision subject to new or additional conditions without first giving the same notice and opportunity for hearing that was required by law for the original decision of the officer, board, commission or department appealed from.

A notice of appeal shall not be effective unless the notice shall be filed and the required filing fee paid within the time frame, as required by Milpitas Municipal Code.

NATIONWIDE LEGAL, LLC.
CLIENT ADVANCE ACCOUNT
1609 JAMES M. WOOD BLVD, 2ND FLOOR
LOS ANGELES, CA 90015
(213) 249-9999

CONFIRM ENCASHMENT
OF OVER \$200.00 W/
THE MAKER @ (213) 249-9999

BMO BANK N.A.
320 South Carol Street
CHICAGO, IL 60606
02-2568
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DATE 9/22/25

PAY TO THE
ORDER OF

City of Milpitas
Six hundred thirty five & 00/100

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DOLLARS

DR#

CLIENT

MITCHELL TSAI

NOT TO EXCEED \$1,500.00 VOID AFTER 90 DAYS

CONTROL #

LA694980



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CLIENT ADVANCE ACCOUNT
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LOS ANGELES, CA 90015
(213) 249-9999

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OF OVER \$200.00 W/
THE MAKER @ (213) 249-9999

BMO BANK N.A.
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CHICAGO, IL 60606
02-2568
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DATE 9/22/25

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CLIENT

MITCHELL TSAI

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CONTROL #

LA694980



City of Milpitas, CA
Finance Department
455 E Calaveras Blvd
Milpitas, CA 95035

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MISCELLANEOUS

Misc Other Revenue

(MISREV)

Reference 1: APPEAL FOR

Reference 2: MITCHELL M

TSAT

2026 MISREV

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\$2,135.00

\$2,135.00

Subtotal

\$2,135.00

Total

\$2,135.00

CHECK

\$2,135.00

Check Number 5124745 & 5124754

Change due

\$0.00

Paid by: NATIONWIDE LEGAL LLC



Thank you for your payment

CUSTOMER COPY
DUPLICATE RECEIPT



P: (626) 314-3821
E: info@mitsailsaw.com

Mitchell M. Tsai
Law Firm

139 S. Hudson Ave, Suite 200
Pasadena, California 91101

VIA E-MAIL

September 22, 2025

City of Milpitas City Council & City Clerk
Milpitas City Hall, 3rd floor
455 E. Calaveras Blvd.
Milpitas, CA 95035
Project Planner: Kristina Phung
Ph: (408) 586-3278
Em: kphung@milpitas.gov

RE: City of Milpitas – Appeal to City Council regarding approval of entitlements and EIR Addendum for the 1000 Gibraltar Project (P-SD24-0006, P-EA24-0002, and P-TR25-0021; SCH#: 2020069024).

Dear Honorable Councilmembers,

On behalf of Carpenters Local Union #405 (“**Local 405**”), my Office is submitting this letter in support of the appeal made by Local 405 regarding the recently approved 1000 Gibraltar Project (“**Project**”) and EIR Addendum. The associated project numbers include P-SD24-0006, P-EA24-0002, P-TR25-0021, and SCH#: 2020069024.

The EIR Addendum outlines the changes to the Project as follows:

[T]he demolition of all existing on-site buildings representing 397,009 square feet, parking lots, and associated improvements. The proposed project consists of a 487,564-squarefoot building with 476,864 square feet of warehouse space and 10,700 square feet of office space at the northeast corner of the building, truck docks, trailer parking, passenger vehicle parking, backup generator, landscaping and stormwater facilities (detention basins). The proposed building would be 1 story with a maximum height of 46.5 feet above the ground surface at the top of the parapet and the project would have 0.39 FAR. The proposed building would have a setback of 35 feet from the face of the curb on Gibraltar Drive and South Milpitas Boulevard. An average of 363 employees (accounting for seasonal fluctuations) are expected.

FEIR Addendum, pp. 6-7.

These changes are summarized in Table 1, pictured below.

Table 1: Project Comparisons

	Existing Conditions	Previously Approved Project	Proposed Project	Difference (Previously Approved vs. Proposed)
Number of Buildings	4	1	1	0
Demolition (square feet)	n/a	397,009	397,009	0
Total Square Footage		491,040	487,564	-3,476
Warehouse	397,009 square feet	486,130 square feet	476,864 square feet	-9,266
Office		4,910 square feet	10,700 square feet	+5,790
Floor Area Ratio (FAR)	0.31	0.38	0.38	+0.01
Impervious Surface Area (square feet)	876,485	928,755 (additional 52,270)	982,012 (additional 105,527)	+53,257
Height (feet)	1 to 2 stories	42	46.5	+4.5
Protected Tree Removal	N/A	88	18 ¹	-63
Employees	N/A	330	363	+33

The Project's most dramatic change is the increase in impervious surface area. Yet, the EIR Addendum provides little analysis on the likely significant impacts associated with the decrease in pervious surface area. As such, the EIR Addendum cannot be relied upon by the City to make the findings associated with the Project's entitlements. Local 405 is requesting the City Council grant this appeal, require additional environmental review of the new project design, either through a subsequent or supplemental EIR, and withdrawal the Notice of Determination.

I. THE CITY SHOULD PREPARE A SUBSEQUENT OR SUPPLEMENTAL EIR FOR THE REVISED PROJECT.

Under CEQA, a Lead Agency does not need to prepare a supplemental or subsequent EIR when an original EIR has been certified and no substantial changes to the project or the surrounding circumstances and no new information has come to light. (Public Resources Code Sec. 21166.) Here, the Project seems to be relatively similar to the previously reviewed version except for the *dramatic* increase in impervious surface

area. The EIR originally considered there to be no impacts related to hydrology and water quality. As such, there is no real discussion of the potential impacts associated with the increase in impervious surface area on the Project Site in the EIR. The EIR addendum, noted that compliance alone with existing regulations would be sufficient to ensure less than significant impacts related to the Project.

However, “[c]ompliance with the law is not enough to support a finding of no significant impact under . . . CEQA.” (*Californians for Alternatives to Toxics v. Department of Food & Agriculture* (2005) 136 Cal. App. 4th 1, 15 – 17 [finding that a lead agency “abused its discretion by relying on DPR’s regulatory scheme as a substitute for performing its own evaluation of the environmental impacts of using pesticides.”]). Bare conclusions or opinions of the agency are not sufficient to satisfy an agency’s obligation under CEQA to adequately support their environmental determinations. (*Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal. 3d 376, 403 – 404.) “To facilitate CEQA’s informational role, the EIR must contain facts and analysis, not just the agency’s bare conclusions or opinions. . . . [to] enable[] the decision-makers and the public to make an ‘independent, reasoned judgment’ about a proposed project.” (*Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agricultural Assn.* (1986) 42 Cal.3d 929, 935 [(quoting *Santiago County Water Dist. v. County of Orange* (1981) 118 Cal.App.3d 818, 831.)

As the Court noted in *East Sacramento Partnerships for a Livable City v. City of Sacramento* (2016) 5 Cal. App. 5th 281, 301, compliance with a regulatory scheme “in and of itself does not insulate a project from the EIR requirement, where it may be fairly argued that the project will generate significant environmental effects.” (Internal quotations omitted.) A project’s effects can be significant even if they are not greater than those deemed acceptable in a general plan or other regulatory law. (*Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1416; see also *Keep Our Mountains Quiet v. County of Santa Clara* (2015) 236 Cal.App.4th 714, 732 [finding that a full environmental impact report is required “if substantial evidence supports a fair argument that the Project may have significant unmitigated noise impacts, even if other evidence shows the Project will not generate noise in excess of the County’s noise ordinance and general plan.”].)

A public agency cannot apply a threshold of significance or regulatory standard “in a way that forecloses the consideration of any other substantial evidence showing there may be a significant effect.” (*Mejia v. City of Los Angeles* (2005) 130 Cal.App.4th 322,

342.) Where comments from a responsible sister agency, such as the Water District, disclose new or conflicting data or opinions that cause concern that the agency may not have fully evaluated the project and its alternatives, these comments may not simply be ignored based on a conclusory statement about compliance with regulatory standards; there must be a good faith, reasoned analysis. (*Berkeley Keep Jets Over the Bay Com. v. Board of Port Cmr.* (2001) 91 Cal. App. 4th 1344, 1367.) The District's approach fails to meet its obligation to engage in good faith reasoned analysis to provide the public, public agencies and decisionmakers with detailed information about the effects that the Project will have on the environment, ways to mitigate those effects, as well as alternatives. (PRC § 21061)

An agency must “explain how the particular requirements of that environmental standard reduce project impacts, including cumulative impacts, to a level that is less than significant, and why the environmental standard is relevant to the analysis of a project that is less than significant. CEQA Guidelines § 15067.7.

Furthermore, a determination that regulatory compliance will be sufficient to prevent significant adverse impacts must be based on a project-specific analysis of potential impacts and the effect of regulatory compliance. In *Californians for Alternatives to Toxics v. Department of Food & Agric.* (2005) 136 Cal. App. 4th 1, the court set aside an EIR for a statewide crop disease control plan because it did not include an evaluation of the risks to the environment and human health from the proposed program but simply presumed that no adverse impacts would occur from use of pesticides in accordance with the registration and labeling program of the California Department of Pesticide Regulation. See also *Ebbetts Pass Forest Watch v. Department of Forestry & Fire Protection* (2008) 43 Cal. App. 4th 936, 956 (fact that Department of Pesticide Regulation had assessed environmental effects of certain herbicides in general did not excuse failure to assess effects of their use for specific timber harvesting project).

Here, there is a clear lack of evidence to support a finding that the Project will not have any significant impacts relating to the impediment or redirection of flood flows. Specifically, the EIR addendum writes of the likelihood of flooding by stating that “[t]he site is not located within a FEMA Special Flood Hazard Area; as such, there is a low risk of flooding at the site.” (EIR Addendum, p. 117.) Yet, this is an inherent mischaracterization of the site's flood hazard designation. The project site is located in a shaded Zone X area, which equates to moderate flooding risk. The significant increase in impervious surface area added by the revised project, combined with the existing

moderate flooding risk and nearby off-site significant flooding risks raises significant concerns about the Project's likely flooding hazard impacts. The certified EIR for the original project noted that a significant impact could occur if a project:

- Substantially alters the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site
- Substantially alters the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site
- Substantially alters the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff
- Substantially alters the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows

Yet, the EIR and EIR Addendum seem to only focus on the concerns for potential stormwater related pollution rather than the increased likelihood of flooding. No drainage studies were conducted or included in the original EIR or the EIR Addendum, and no analysis was provided to establish how these regulatory requirements would reduce the flooding risks associated with the increase in impervious surface area on site. Without any supporting data, the City cannot conclude with the necessary substantial evidence that the Project would not have significant flooding related impacts. As such, the EIR and EIR Addendum are clearly deficient under CEQA and further environmental review is necessary.

II. CONCLUSION

Based on the foregoing concerns, Local 405 respectfully requests that the City grant this appeal, revoke the approved Project entitlements, withdrawal the filed Notice of

Determination, and require further environmental review of the Project's significant hydrological impacts through a subsequent or supplemental EIR. If the City should have any questions related to this appeal, please contact my office.

Sincerely,

A handwritten signature in black ink, appearing to read "Grace M. Holbrook", written over a horizontal line.

Grace M. Holbrook
Attorneys for Carpenters Local Union #405

October 28, 2025

File Number: 19AG-416341

VIA E-MAIL

City of Milpitas City Council
Milpitas City Hall, 3rd Floor
455 E. Calaveras Blvd.
Milpitas, CA 95035
sguzzetta@milpitas.gov

Re: 1000 Gibraltar Drive Project (P-SD24-0006, P-EA24-0002, and P-TR25-0021; SCH No. 2020069024): Response to Appeal

Dear Honorable Councilmembers:

This firm represents Panattoni Development Company, Inc., the applicant for the proposed industrial warehouse project (the “Project”) at 1000 Gibraltar Drive. On September 10, 2025, the Planning Commission approved the Project, including a site development permit, a tree removal permit, an environmental assessment, and an addendum to the certified 1000 Gibraltar Drive EIR (SCH No. 2020069024), consistent with CEQA. The Mitchell M. Tsai Law Firm, on behalf of the Carpenters Local Union #405 (the “Appellant”), filed an appeal of the Project, which is scheduled for hearing on November 18, 2025. The appeal challenges the City’s approval of the addendum, claiming that additional environmental review should be required. We write to explain why the Appellant’s arguments are meritless, and to request that you deny the appeal and uphold the Planning Commission’s approval of the Project. Additional technical support for this letter can be found in the letter from FirstCarbon Solutions (the “FirstCarbon Letter”), the CEQA consultant for the Project, attached as Attachment A.

I. The Certified EIR Is Final and Not Subject to Challenge

The EIR was certified on March 24, 2021, and a Notice of Determination was filed on April 2, 2021. The statute of limitations for challenging the certified EIR has long since expired and the certified EIR may no longer be challenged. Thus, the Appellant’s criticisms of the certified EIR should not be considered on appeal; and this letter responds only to the Appellant’s arguments as they pertain to the adequacy of the Project’s addendum. (See *Friends of the College of San Mateo Gardens v. San Mateo County Community College District* (2016) 1 Cal.5th 937, 949.)

II. Legal Standards for Requiring Additional Environmental Review Under CEQA

Under CEQA, where an EIR was previously prepared for a project, the lead agency may not require a subsequent or supplemental EIR unless one or more of the following conditions exist:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(Pub. Res. Code § 21166; see also 14 Cal. Code of Regs. § 15162.) CEQA includes a presumption against requiring further environmental review once an EIR has been prepared for a project, in order to provide a level of finality. (Pub. Res. Code § 21166; see also *Friends of the College of San Mateo Gardens*.)

Where a project requires some changes or additions but those changes or additions do not meet the conditions listed above, the lead agency is *required* to prepare an addendum to the previously certified EIR. (CEQA Guidelines § 15164.) The decisionmaking body must then consider the addendum along with the final EIR before making a decision on the project. (14 Cal. Code of Regs. § 15164(d).)

III. The Project Changes Are Not Substantial and Do Not Trigger Additional CEQA Review

A subsequent or supplemental EIR is not required for the Project because, as documented in the addendum, none of the triggers set forth in Public Resources Code Section 21166 are met. As to trigger (1), there are no changed circumstances requiring major revisions to the EIR due to new or more significant environmental impacts. As to trigger (2), there is no new information showing that the Project would cause new or more significant environmental impacts or that additional mitigation measures are appropriate. The Appellant does not contest either of those points. (Appellant Letter, p. 2.) Rather, based on trigger (3), Appellant argues that the Project's increase in impervious surface area constitutes a substantial change to the Project requiring further environmental review. This is incorrect for the following reasons.

First, the Appellant mischaracterizes the 5.7 percent increase in impervious surface area (from 928,755 to 982,012 square feet) as a "dramatic" increase that warrants further environmental review. CEQA does not set a numeric threshold for determining whether a project change is "substantial." Rather, the threshold for whether a change is "substantial" and warrants further environmental review is whether the change will result in new or more severe impacts not addressed in the certified EIR. (CEQA Guidelines § 15162.) Here, the addendum adequately demonstrates that the increase in impervious surface area will not result in new or more severe impacts to hydrology and water quality because the Project will incorporate on-site stormwater control measures, including detention basins, bioretention basins, pervious pavement, and storm drains. (Addendum, p. 116.) Furthermore, as explained in the FirstCarbon Letter, these features were designed to ensure that the post-construction runoff rates and volumes will not exceed pre-project conditions, which is a requirement under the National Pollutant Discharge Elimination System permit required for this Project. (FirstCarbon Letter, p. 4.) Further, the increase in impervious surface area does not alter the site's drainage characteristics because the site is located in a highly urbanized environment with predominantly impervious surfaces. (*Id.*) As such, the increase in impervious surface area does not meet the level of a "substantial change" under CEQA and no further environmental review may be required.

Second, contrary to the Appellant's claim, the addendum does not rely on regulatory compliance in lieu of analyzing the Project's impacts. Rather, the addendum refers to the Project's compliance with these regulatory standards to show that, despite the increase in impervious surface area, the Project's robust stormwater management measures remain adequate and no new or more severe impacts will result. (Addendum, p. 116.) The FirstCarbon Letter explains that regulatory compliance measures create further assurances that the Project will not result in significant impacts related to hydrology and water quality. (FirstCarbon Letter, p. 4.) For instance, the Project was required to submit a Stormwater Quality Control Plan, certified by a qualified Professional Engineer, with the Project's plans. (*Id.*) The City will verify these stormwater control features prior to issuing building permits, ensuring that the Project as built will have no significant impacts. Additionally, prior to completion of construction, the Project operator must submit a Best Management Practice Operation and Maintenance Plan, within which the operator must commit to verifying that the stormwater control features are being maintained in accordance with the Stormwater Quality Control Plan. These requirements ensure that the Project will not create significant impacts during both construction and operation.

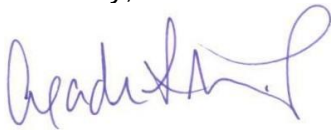
Finally, Appellant claims that the addendum inaccurately described the Project site's flood risk as "low," despite the Federal Emergency Management Agency ("FEMA") describing the applicable flood hazard zone as having a "moderate" risk. This is not a substantive argument, but rather a misunderstanding of word usage. The addendum accurately explains that the Project site remains outside of a 100-year flood hazard zone (1 percent risk of flooding in any given year), which is characterized as a FEMA Special Flood Hazard Area ("SFHA"),¹ but is within a 500-year flood hazard zone. (Addendum, p. 117.) The risk of flooding in a 500-year flood hazard zone is 0.2 percent in any given year. As the FirstCarbon Letter explains, FEMA characterizes the risk of flooding in a 500-year flood hazard zone as "moderate." (FirstCarbon Letter, p. 5.) FEMA defines a "moderate" risk of flooding as a risk that is lower than in an SFHA but still exists.² Despite the Project site's "moderate" risk of flooding by FEMA's definition, the risk of flooding is low compared to the risk in a 100-year flood hazard zone. Further, as the FirstCarbon Letter explains, the Project addresses the site's flood risk through the stormwater control measures incorporated into the Project's design. (*Id.*) As explained above, local and statewide regulatory standards ensure that the Project's stormwater control measures are effective, eliminating the risk that the Project will create new or more severe impacts to flood flows.

IV. Conclusion

CEQA contains a strong presumption that once an EIR has been prepared for a project, further review is not required unless there are substantial changes, new circumstances, or new information that will result in new or more severe environmental impacts. The addendum adequately demonstrates that no new or more severe environmental impacts will result from the changes to the Project. The Planning Commission acted within its discretion and in full compliance with CEQA in approving the addendum to the certified EIR and in approving the Project overall. The Appellant fails to identify any legal or factual basis to require further environmental review.

For all of the reasons above, we respectfully request that you deny the appeal and uphold the Planning Commission's approval of the Project.

Sincerely,



Alexander L. Merritt
for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

SMRH:4906-7239-0515.4

cc: Kristina Phung, AICP, Senior Planner

¹ FEMA, "Flood Zones," <https://www.fema.gov/about/glossary/flood-zones> (last updated July 8, 2020).

² FEMA, "How to Read a Flood Map," p. 4, <https://www.fema.gov/sites/default/files/documents/how-to-read-flood-insurance-rate-map-tutorial.pdf> (January 2022).

Attachment A – FCS Letter Responding to Appeal

Memorandum

Date: October 22, 2025

To: Kristina Phung, Senior Planner, City of Milpitas

From: Janna Waligorski, Associate Director, FirstCarbon Solutions

Subject: 1000 Gibraltar Drive Project–Response to CEQA Appeal (Update)

INTRODUCTION

An appeal to the Planning Commission's approval of the 1000 Gibraltar Drive Project (P-SD24-0006, P-EA24-0002, and P-TR25-0021) and related Environmental Impact Report (EIR) Addendum was filed on October 9, 2005. FirstCarbon Solutions (FCS), is providing the following information to assist the City of Milpitas with response to the CEQA-related items identified in the appeal.

Background

An EIR was prepared for a previously proposed industrial warehouse project in 2021 on the same site as the currently proposed 1000 Gibraltar Drive Project (proposed project). The previous project and related Final EIR (FEIR; State Clearinghouse [SCH] No. 2020069024) were approved and certified, respectively, by the City of Milpitas on March 24, 2021, per Resolution 21-007. However, the previously approved project was not constructed.

In 2025, an Addendum to the previously certified FEIR (previous FEIR), was prepared for a modified site plan for the same project site at 1000 Gibraltar Drive. The proposed project and Addendum were approved and certified by the Milpitas Planning Commission at a public hearing on September 10, 2025. The Addendum concluded that the newly proposed project remains within the impacts previously analyzed in the previous FEIR per CEQA Guidelines Section 15164.

Appeal

The appeal, submitted by Mitchell M. Tsai Law Firm on behalf of Carpenters Local Union 405 on September 22, 2025, requests the withdrawal of the Notice of Determination for the project's Addendum

and claims that additional environmental review should be required and circulated for public comment prior to any new project approval.

The appeal's accompanying letter states that the previous FEIR does not provide real discussion of the potential impacts associated with the increase in impervious surface on the project site and, furthermore, the Addendum's reliance on compliance with existing regulations is not sufficient to support a finding of less than significant impact for the proposed project. The appeal states that there is lack of evidence to support a finding that the proposed project would not have any significant impacts relating to the impediment or redirection of flood flows. Further the appeal indicated that the Addendum incorrectly identified the project site's flood hazard as low risk when it should have been identified as moderate, related to its designation as Zone X by the Federal Emergency Management Agency (FEMA). The appeal suggests, without supporting data, that the proposed on-site increase of impervious surface, combined with existing on-site flood risk and nearby off-site flood risk, raises significant concerns about the project's potential for flooding hazard impacts. The appeal indicates that without any supporting data related to the potential for flooding, the City cannot conclude with the necessary substantial evidence that the project would not have significant flooding related impacts and therefore the EIR and Addendum are deficient under CEQA.

Certified Previous FEIR is Final

While the appeal criticizes the certified previous FEIR, it is important to reiterate that the previous FEIR for the 1000 Gibraltar Drive Project (SCH No. 2020069024) was certified on March 24, 2021. A Notice of Determination was filed on April 2, 2021, and the statute of limitations for challenging the certified EIR has long since expired. As such, the EIR is final and no longer subject to challenge. See *Friends of Davis v. City of Davis* (2000) 83 Cal.App.4th 1004, 1018 (when an EIR is certified and the statute of limitations has passed, "the interests of finality are favored over the policy favoring public comment and the rule applies even if the initial review is discovered to have been inaccurate . . .") As the California Supreme Court emphasized in *Friends of the College of San Mateo Gardens v. San Mateo County Community College District* (2016) 1 Cal.5th 937, 949, "[t]he event of a change in a project is not an occasion to revisit environmental concerns laid to rest in the original analysis" (citations omitted). Accordingly, this response memorandum addresses the appeal's comments specifically as they pertain to the Addendum.

Standard of Review

Public Resources Code Section 21166 provides that, when an EIR has been certified—as is the case here—no subsequent or supplemental EIR shall be required by the lead agency or any responsible agency unless (1) substantial changes are proposed in the project that will require major revisions of the EIR, or (2) substantial changes occur with respect to the circumstances under which the project will be undertaken that will require major revisions in the EIR, or (3) new information, which was not known and could not have been known when the EIR was certified, becomes available.

This provision demonstrates that agencies are prohibited from requiring further environmental review unless the stated conditions are met. (*Fund for Environmental Defense v. County of Orange* (1988) 204 Cal.App.3d 1538, 1544.)

As further explained in CEQA Guidelines Section 15162, “[w]hen an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR **shall** be prepared for that project” unless there is substantial evidence (emphasis added). In setting forth rules and processes for addendums, Section 15164(a) expressly directs that if some changes or additions to a project are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred, the lead agency “**shall** prepare an addendum to the previously certified EIR” (emphasis added). The use of “shall” in both Sections 15162 and 15164 makes this a mandatory duty, not a discretionary choice. The Addendum for the proposed 1000 Gibraltar Project was prepared in strict compliance with CEQA’s mandates, as the proposed changes did not trigger any of the circumstances requiring a subsequent or supplemental EIR under Section 15162.

The burden rests with the challenger to demonstrate that the City’s determination to prepare an Addendum is not supported by substantial evidence. See *Committee for Re-Evaluation of the T-Line Loop v. San Francisco Mun. Transp. Agency* (2016), 6 Cal.App.5th at 1253. “As with all substantial evidence issues, an appellant challenging the evidence must lay out the evidence favorable to the other side and show why it is lacking.” (*Mani Bros. Real Estate Group v. City of Los Angeles* (2007) 153 Cal.App.4th 1385, 1402).

The City’s decision not to prepare a subsequent EIR, and to document changes to the project with an addendum, will be upheld by a court if it is supported by any substantial evidence in the record. See, e.g., *Committee for Re-Evaluation of the T-Line Loop v. San Francisco Mun. Transp. Agency* (supra) 6 Cal.App.5th 1237, 1247; *Citizens Against Airport Pollution v. City of San Jose* (2014) 227 Cal.App.4th 788; *River Valley Preservation Project v. Metropolitan Transit Dev. Bd.* (1995) 37 Cal.App.4th 154; *Mani Bros. Real Estate Group v. City of Los Angeles* (2007) 153 Cal.App.4th 1385, 1398; *Santa Teresa Citizen Action Group v. City of San Jose* (2003) 114 Cal.App.4th 689, 703; *Friends of Davis v. City of Davis* (2000) 83 Cal.App.4th 1004, 1018.

“Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts. Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment does not constitute substantial evidence.” (CEQA Guidelines § 15384(a)). Accordingly, a party challenging the use of an addendum must point to substantial evidence in the record that one of the conditions requiring a subsequent or supplemental EIR exists. Mere disagreement with the City’s conclusions, or speculation unsupported by facts, is not sufficient. See *Committee for Re-Evaluation of the T-Line Loop*, supra, 6 Cal.App.5th at 1253; *Mani Bros. Real Estate Group*, supra, 153 Cal.App.4th at 1397, 1402. The City is not required to prepare a subsequent EIR in response to comments that do not meet this evidentiary threshold.

Here, as discussed below, the appeal contains no facts or substantial evidence to support the allegations. Conversely, the conclusions in the Addendum are supported by substantial evidence.

Response to Appeal

The Addendum acknowledges that the revised project increases impervious surface area by approximately 53,257 square feet compared to the previously approved project (from 928,755 to 982,012

square feet), which represents a 5.7 percent increase. This increase is not considered significant for several reasons. First, the proposed project incorporates robust stormwater management features, including detention basins, bioretention areas, and pervious pavement (self-retaining areas) that are specifically designed to capture, treat, and reduce runoff from the additional impervious surfaces. These features ensure that post-construction runoff rates and volumes will not exceed pre-project conditions, as required by the City's Municipal Regional Stormwater NPDES Permit (MRP) and the proposed project's Stormwater Control Plan. Second, the site is already highly urbanized and predominantly impervious, so the incremental increase does not substantially alter the site's drainage characteristics. Finally, as discussed in more detail below, the Addendum confirms, based on both technical analysis and regulatory compliance, that the increase in impervious surface area will not result in new or more severe impacts related to hydrology or flooding compared to what was previously analyzed in the certified EIR.

Contrary to the allegations in the appeal, the Addendum does not rely solely on regulatory compliance as a substitute for analysis. Rather, it explains how compliance with the National Pollutant Discharge Elimination System (NPDES) permit, City standards, and Low Impact Development (LID) stormwater management systems requirements ensures that the proposed project will not result in significant impacts related to water quality, flooding, or drainage system capacity. Based on the entire record, the Addendum concludes that the proposed project would have less than significant impacts related to the alteration of existing drainage patterns in a manner which would result in substantial erosion or siltation on or off-site; a substantial increase in the rate of surface runoff; runoff exceeding the stormwater system capacity or substantial additional polluted runoff; or addition of impervious surfaces that would impede or redirect flood flows.

The San Francisco Bay Regional Water Quality Control Board (San Francisco Bay RWQCB) requires an NPDES permit for the proposed project. The NPDES requirements include Provision C.3. C.3 requirements are separate from—and in addition to—requirements for erosion and sediment control.¹ As a part of C.3 requirements, post-project runoff flows and volumes shall not exceed pre-project flows and volumes. Stormwater analysis and management are required to be incorporated into project site, drainage, and landscaping designs prior to project approval and issuance of an NPDES permit. Consistent with this, the proposed project's plans included a Stormwater Quality Control Plan, certified by a qualified Professional Engineer, which included demonstration of C.3 regulation compliance. Incorporation of stormwater control features in site plans are verified prior to issuance of building permits. In addition, a Best Management Practice (BMP) Operation and Maintenance (O&M) Plan must be submitted to the City before the end of construction wherein the occupant or owner must verify, at least annually, that the treatment and hydromodification management devices on-site are being maintained according to the Stormwater Control Plan.

Consistent with City and C.3 regulations, the proposed project's site plans include a preliminary stormwater quality control plan, as prepared by Kier+Wright, inclusive of stormwater quantity calculations based on, but not limited to, mean annual precipitation, proposed impervious surfaces areas, basin storage volume, and rain event duration. Such analysis ensures that stormwater flow would not exceed pre-project flows and volume. As such, the proposed project would not be likely to result in impacts

¹ City of Milpitas. 2005. Stormwater C.3 Guidebook, 3rd Edition. October 6.

related to flooding on or off-site. Refer to Attachment A for additional information on stormwater calculations prepared for the proposed project.

The Addendum accurately describes the FEMA flood designation and risk. The project site is not located within a FEMA Special Flood Hazard Area (i.e., not within a 100-year floodplain) but is within a 500-year flood hazard zone (Zone X-shaded), which is considered to have a moderate risk of flooding (0.2 percent annual chance). This is consistent with FEMA mapping and the City's Storm Drain Master Plan. Note that the moderate risk of flooding within Zone X (0.2 percent) is notably lower than the risk associated with a 100-year floodplain (1 percent). Accordingly, because the site is not in a 100-year floodplain, the moderate risk associated with the 500-year floodplain is addressed through the proposed project's design and compliance with City and regional standards. The appeal has not provided any substantial evidence to the contrary.

CONCLUSION

As indicated here, the proposed project would be required to comply with NPDES requirements, including C.3 regulations that ensure that the proposed project would not result in increased flooding on- or off-site. Analysis of existing and proposed impervious surfaces and on-site treatment/detention capacity were analyzed in accordance with C.3 provisions to ensure appropriate capacity for stormwater. Such analysis was required prior to the issuance of the project's approval. Furthermore, identified design measures required to ensure sufficient stormwater capacity are required on project site plans, prior to the issuance of building permits, and the required O&M Plan ensures that such features would operate effectively in perpetuity.

Therefore, reliance on the compulsory compliance with regulatory requirements (NPDES, C.3 requirements) in terms of stormwater control, which directly addresses on- or off-site flooding, provides sufficient evidence that the proposed project would result in less than significant impacts related to flooding.

Accordingly, the Addendum provides a detailed project-specific analysis demonstrating that the revised project's hydrology and flooding impacts remain less than significant and that all regulatory requirements and best practices are being met. No substantial evidence has been presented in the appeal or elsewhere in the record that would establish substantial evidence that a subsequent EIR is required for the proposed project.

Attachment A:

Kier+Wright Response to Appeal



October 2, 2025

CITY OF MILPITAS CITY COUNCIL & CITY CLERK

Milpitas City Hall, 3rd Floor
455 E Calaveras Blvd.
Milpitas, CA 95035

RE: Response to 'Appeal to City Council regarding approval of entitlements and EIR Addendum for the 1000 Gibraltar Project (PSD-24-0006, P-EA24-0002, and P-TR25-0021; SCH#: 2020069024)

To Whom it May Concern:

We are writing in response to the appeal letter dated September 23, 2025, regarding the proposed industrial project at 1000 Gibraltar. Specifically, we would like to address the concerns raised regarding flood risk and stormwater management.

Flood Zone Designation

The project site is located within **FEMA Flood Zone X (shaded)**, which represents an area with a moderate annual flood risk between 1% and 0.2%. Importantly, Flood Zone X is **not classified as a Special Flood Hazard Area**, and therefore no additional FEMA floodplain development provisions are required for this project.

Stormwater Management and Flood Risk Reduction

Although the project increases total impervious area from **851,336 square feet to 982,012 square feet**, multiple design features have been incorporated to reduce runoff and improve stormwater detention:

- **Bioretention Planters:** The project proposes **five (5) bioretention planters totaling 34,146 square feet**, which exceed the minimum stormwater treatment area requirement of **27,061 square feet**. These planters will act as detention basins, capturing and holding stormwater before controlled release.
- **Pervious Pavement:** Approximately **65,298 square feet of pervious pavement** is proposed, which further reduces effective impervious coverage and promotes onsite infiltration.
- **Pre- vs. Post-Development Flows:** Hydrologic modeling demonstrates that pre-project 10-year 24-hour storm runoff is **54.2 cubic feet per second (cfs)**, while post-project runoff decreases to **49.1 cfs** with the implementation of bioretention measures. This indicates a **reduction in peak flows** compared to existing conditions.

Drainage Patterns

The site has a natural grade differential of approximately **17 feet** from the northwest corner (Gibraltar Dr. and Milpitas Blvd.) down to the east corner



along Gibraltar Dr. The proposed design does not significantly alter existing drainage patterns and conforms to existing street grades, ensuring that stormwater continues to flow as it does under current conditions.

Existing Conditions Flooding

The City of Milpitas Storm Drain Master Plan 2021 (SDMP) prepared by Schaaf & Wheeler evaluated the existing public storm drain system and identified potential flood areas from a 10-year design storm. Per Figure 3-1 in the SDMP, there was no flooding near the project site.

Conclusion

The project not only meets but exceeds City stormwater requirements and will result in **improved onsite stormwater management and reduced peak stormwater flows** compared to existing conditions. The flood risk concerns raised in the appeal letter are therefore without technical basis.

We respectfully request that the City upholds its approval of the project.

Sincerely,

KIER & WRIGHT

Elizabeth Class, PE

SR. PROJECT MANAGER
eclass@kierwright.com
925.245.8788

Provision C.3 Data Form

Which Projects Must Comply with Stormwater Requirements?

Effective July 1, 2023, the following projects must comply with Stormwater Requirements:

- **All development/redevelopment projects** (except single-family home projects) that create and/or replace **5,000 sq. ft.** or more of impervious surface on the project site must fill out this worksheet and submit it with the development project application.
- **All large single-family home projects** that create and/or replace **10,000 sq. ft.** or more of impervious surface on the project site must also fill out this worksheet.

These projects are called **Regulated Projects**. The Regulated Project area includes portions of the public right-of-way that are developed or redeveloped as part of the Regulated Project.

Excluded Projects - Interior remodeling projects, routine maintenance or repair projects such as re-roofing and re-surfacing, and smaller single-family homes that are not part of a larger plan of development are **NOT** required to complete this worksheet.

What is an Impervious Surface?

An impervious surface is a surface covering or pavement that prevents the land's natural ability to absorb and infiltrate rainfall/stormwater. Impervious surfaces include, but are not limited to rooftops, walkways, paved patios, driveways, parking lots, storage areas, impervious concrete and asphalt, gravel surfaces, and any other continuous watertight pavement or covering.

Pervious pavement, underlain with pervious soil and pervious storage material (e.g., drain rock), that infiltrates rainfall at a rate equal to or greater than surrounding unpaved areas OR that stores and infiltrates the water quality design volume specified in Provision C.3.d of the Municipal Regional Stormwater Permit (MRP), is not considered an impervious surface.

For More Information

The SCVURPPP [C.3 Stormwater Handbook](#) provides more information on selection of site design, source control, and treatment measures for a development project as well as guidance on preparing a stormwater control plan.

1. Project Information

Project Name: GIBALTAR INDUSTRIAL **APN #** 086-42-033

Project Address: 1000 GIBALTAR DRIVE

Cross Streets: GIBALTAR DRIVE & SOUTH MILPITAS BOULEVARD

Applicant/Developer Name: CDP Development, Inc

Project Phase(s): 1 of 1 **Engineer:** Liz Johnson

Project Type (Check all that apply): ☐ New Development ☒ Redevelopment

- ☐ Private ☐ Public ☐ Large Detached Single-Family Home
☐ Residential ☐ Commercial ☒ Industrial ☐ Mixed Use ☐ Institutional
☐ Other

Project Description: THE PROJECT PROPOSES THE DEMOLITION OF FOUR INDUSTRIAL BUILDINGS AND CONSTRUCTING A 487,500 SF INDUSTRIAL BUILDING, PARKING, AND LANDSCAPED AREAS.

Project Watershed/Receiving Water (creek, river or bay): Coyote Creek

2. Project Size

a. Total Site Area: <u>1,261,301</u> (ft ²)		b. Total Land Area Disturbed During Construction: <u>1,169,772</u> (ft ²) (including clearing, grading, stockpiling, or excavating)			
Project Totals	Total Existing (Pre-project) Area (ft ²)	Existing Area Retained ¹ (ft ²)	Existing Area Replaced ² (ft ²)	New Area Created ² (ft ²)	Total Post-Project Area (ft ²)
Impervious Area (IA)					
c. Total on-site IA	876,485	11,610	864,875	96,508	972,993
d. Total off-site IA ³	0		0	9,019	9,019
e. Total project IA	876,485	11,610	864,875	105,527	982,012
f. Total new and replaced IA			970,402		
Pervious Area (PA)⁴					
g. Total on-site PA	317,539				212,012
h. Total off-site PA ³	67,277				67,277
i. Total project PA	384,816				279,289
j. Total Project Area (2.e.+2.i.)	1,261,301				1,261,301
k. Percent Replacement of IA in Redevelopment Projects: (Existing on-site IA Replaced ÷ Existing Total on-site IA) x 100% <u>39.0908</u> %					

¹“Retained” means to leave existing IA in place. An IA that receives surface treatment (e.g., pavement resurfacing/slurry seal/grind) only is considered “retained”. This category does not apply to off-site areas.

² The “new” and “replaced” IA are based on the total project area and not specific locations within the project. Constructed IA on a project that does not exceed the total pre-project IA will be considered “replaced” IA. A project will have “new” IA only if the total post-project IA exceeds the total pre-project IA (total post-project IA – total pre-project IA = New IA).

³ Off-site areas include sidewalks and other parts of the public right-of-way (e.g., roads, bike lanes, curbs, ramps, park strip) that are being reconstructed as part of the project footprint. Note that gravel is considered an impervious surface.

⁴ Include bioretention areas, infiltration areas, green roofs, and pervious pavement in PA calculations.

3. State Construction General Permit Applicability:

a. Is #2.b. equal to 43,560 ft² (1 acre) or more?

- ☒ Yes, applicant must obtain coverage under the State Construction General Permit (see https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.html)
- ☐ No, applicant does not need coverage under the State Construction General Permit.

4. MRP Provision C.3 Applicability:

a. Is #2.f. equal to 5,000 ft² or more, or 10,000 ft² for single family homes?

- ☒ Yes, C.3. source control, site design and treatment requirements apply
- ☐ No, C.3. source control and site design requirements may apply – check with local agency

b. For redevelopment projects, is #2.k. equal to 50% or more?

- ☒ Yes, C.3. requirements (site design and source control, as appropriate, and stormwater treatment) apply to the entire on-site area
- ☐ No, C.3. requirements only apply to the impervious area created and/or replaced

5. Hydromodification Management (HM) Applicability:

a. Does the project create and/or replace one acre or more of impervious surface AND is the total post-project impervious area greater than the pre-project (existing) impervious area?

- ☒ Yes (continue) ☐ No – exempt from HM, go to page 3

b. Is the project located in an area of HM applicability (green area) on the HM Applicability Map?

www.scvurppp.org/hmp-map

- ☐ Yes, the project must implement HM requirements
- ☒ No, the project is exempt from HM requirements

6. Selection of Specific Stormwater Control Measures:

Site Design Measures

- ☐ Minimize land disturbed (e.g., protect trees and soil)
- ☐ Minimize impervious surfaces (e.g., reduction in post-project impervious surface)
- ☐ Minimum-impact street or parking lot design (e.g., parking on top of or under buildings)
- ☒ Cluster structures/ pavement
- ☒ Disconnected downspouts (direct runoff from roofs, sidewalks, patios to landscaped areas)
- ☒ Pervious pavement
- ☐ Green roof
- ☐ Other self-treating⁵ area (e.g., landscaped areas)
- ☐ Self-retaining⁵ area
- ☐ Rainwater harvesting and use (e.g., rain barrel, cistern for designated use)⁶
- ☐ Preserved open space
- ☐ Protected riparian and wetland areas/buffers
- ☐ Other _____

Source Control Measures

- ☐ Wash area/racks, drain to sanitary sewer⁷
- ☒ Covered dumpster area, drain to sanitary sewer⁷
- ☐ Sanitary sewer connection or accessible cleanout for swimming pool/spa/fountain⁷
- ☒ Beneficial landscaping (minimize irrigation, runoff, pesticides and fertilizers; promotes treatment)
- ☐ Outdoor material storage protection
- ☐ Covers, drains for loading docks, maintenance bays, fueling areas
- ☒ Maintenance (pavement sweeping, catch basin cleaning, good housekeeping)
- ☒ Storm drain labeling
- ☐ Other _____

Treatment Measures

- ☐ None (all impervious surface drains to self-retaining areas)

LID Treatment

- ☒ Bioretention area
- ☐ Flow-through planter
- ☐ Tree Well Filter or Trench with bioretention soils
- ☐ Rainwater harvest/use (e.g., cistern for designated use, sized for C.3.d treatment)
- ☒ Pervious pavement, sized for C.3.d treatment
- ☐ Infiltration trench
- ☐ Infiltration well/dry well
- ☐ Subsurface Infiltration System (e.g., vault or large diameter conduit over drain rock)
- ☐ Other _____

Non-LID Treatment Methods

- ☐ Proprietary high flow rate tree box filter⁸
- ☐ Proprietary high flow media filter (sand, compost, or proprietary media)⁸
- ☐ Vegetated filter strip⁹
- ☐ Extended detention basin⁹
- ☐ Vegetated swale⁹
- ☐ Other _____

Flow Duration Controls for Hydromodification Management (HM)

- | | | | |
|---|--|---|--------------------------------------|
| ☐ Extended Detention basin | ☐ Underground tank or vault | ☐ Bioretention with outlet control | ☐ Other _____ |
|---|--|---|--------------------------------------|

⁵ See SCVURPPP [C.3 Stormwater Handbook](#) for definitions.

⁶ Optional site design measure; does not have to be sized to comply with Provision C.3.d treatment requirements.

⁷ Subject to sanitary sewer authority requirements.

⁸ These treatment measures are only allowed if the project qualifies as a "Special Project".

⁹ These treatment measures are only allowed as part of a multi-step treatment process (i.e., for pretreatment).

7. Stormwater Treatment Measure (STM) Sizing for Projects with Treatment Requirements

Stormwater Treatment Measure (STM)	Hydraulic Sizing Criteria Used*
Pervious pavement w/ underdrain	1b
Bioretention unlined w/ underdrain	3
Choose from list	Choose from list
Choose from list	Choose from list

*Key: 1a: Volume – WEF Method
 1b: Volume – CASQA BMP Handbook Method
 2a: Flow – Factored Flood Flow Method
 2b: Flow – CASQA BMP Handbook Method
 2c: Flow – Uniform Intensity Method
 3: Combination Flow and Volume Design Basis

8. Additional Stormwater Treatment of Non-Regulated Areas - Is the project providing stormwater treatment for non-regulated impervious area that is not included in **Item 2 Project Size**? For example, stormwater treatment of right-of-way areas that are outside the project footprint, or treatment measures that are treating more right-of-way impervious area quantities than required.

- ☐ Yes, complete the table below
☒ No

Additional Stormwater Treatment of Non-Regulated Areas

Non-Regulated Area Draining to Treatment Measure			Treatment Measures	Hydraulic Sizing Criteria
Impervious Area Treated (ft ²)	Pervious Area Treated (ft ²)	Total Area Treated (ft ²)		
			Choose from list	Choose from list
			Choose from list	Choose from list
			Choose from list	Choose from list
			Choose from list	Choose from list
			Choose from list	Choose from list
			Choose from list	Choose from list

9. Alternative Certification: Was the treatment system sizing and design reviewed by a qualified third-party professional that is not a member of the project team or agency staff?

☐ Yes ☒ No Name of Third-party Reviewer _____

10. Operation & Maintenance Information

A. Property Owner's Name: PANATTONI

B. Responsible Party for Stormwater Treatment/Hydromodification Control O&M:

a. Name: Panattoni attn. Todd Chandler

b. Address: 400 Capitol Mall, Suite 2040 Sacramento, CA 95814

c. Phone/E-mail: 916-379-3105 / TChandler@panattoni.com

This section to be completed by Municipal staff.

O&M Responsibility Mechanism

Indicate how responsibility for O&M is assured. Check all that apply:

☐ O&M Agreement

☐ Other mechanism that assigns responsibility (describe below):

This section to be completed by Municipal staff (Note: This is an optional section that agencies should modify per their internal review and tracking process.)

Reviewed:

Community Development Department

☐ Planning Division

☐ Building Division

Public Works Department

☐ Engineering

☐ Other (Specify)

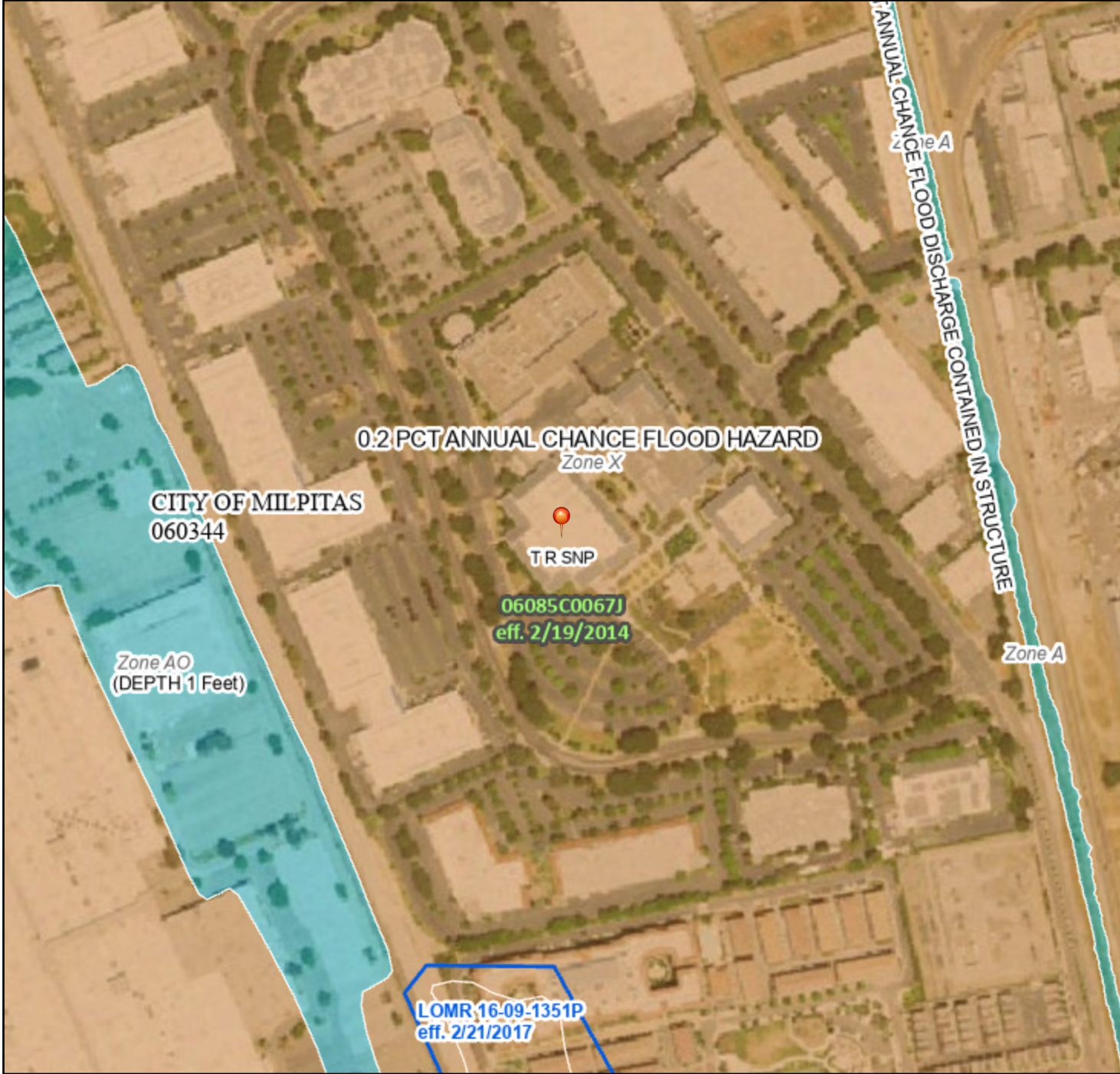
Return form to: _____

Data entry performed by: _____

National Flood Hazard Layer FIRMette



121°53'51"W 37°25'20"N



0 250 500 1,000 1,500 2,000 Feet

1:6,000

121°53'14"W 37°24'51"N

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
		Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
MAP PANELS		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
		Digital Data Available
		No Digital Data Available
		Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 10/30/2025 at 4:04 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



**Economic
Development**

City of Milpitas

408.586.3000
455 E. Calaveras Blvd.
Milpitas, CA 95035

www.milpitas.gov

November 7, 2025

City Council
City of Milpitas

Re: 1000 Gibraltar Drive Site Development Permit Application

Dear Milpitas City Council Members,

On behalf of the Office of Economic Development, I am writing to express our strong support for Amazon's proposed last-mile distribution facility located at 1000 Gibraltar Drive. This facility will serve as a sub-Same Day hub and is the first of its kind in the South Bay. The facility will focus on traditional delivery service and will expand access and convenience for Milpitas residents and the surrounding communities.

Amazon's \$120 million acquisition of 1000 Gibraltar Drive will be magnified by an anticipated \$80 million in capital improvements and represents a significant investment in the Milpitas economy. These investments will significantly increase the property's assessed value, generating additional property tax revenue for the City. The new facility will meaningfully contribute to local employment opportunities in Milpitas by creating approximately 363 jobs, furthering the job creation goals of City Council. Distribution drivers are not included in this job count. The Office of Economic Development is working closely with the applicant, our sales tax consultant, HdL, and the California Department of Tax and Fee Administration (CDTFA) to explore the potential for capturing local sales tax revenue generated by the facility.

This project supports the City of Milpitas' economic development objectives by promoting job creation, enhancing tax revenue, and reinforcing the City's strategic role within Silicon Valley's commercial ecosystem. These outcomes underscore the importance of protecting and preserving employment lands as vital economic assets.

Although demand for office space has declined significantly since the pandemic, industrial space in Milpitas has seen a 30% increase in market asking rates since 2020. Over the past three years, Milpitas' industrial space has maintained a low average vacancy rate of 6.35%, compared to 22.74% for office space. The availability of competitively priced industrial space is one of Milpitas' key advantages in the Silicon Valley ecosystem. To ensure long-term economic resilience and business growth opportunities, the City should continue to implement the Milpitas 2040 General Plan's Economic Development Element Action ED-1f by maintaining a sufficient inventory of employment lands that allow businesses to expand and thrive.

We respectfully recommend that City Council approve the Site Development Permit No. SD24-0006, Environmental Assessment No. EA24-0002, and Tree Removal Permit No. TR25-0021 and support this important investment in our community.

Sincerely,

Alex Andrade
Director of Economic Development and Strategic Initiatives





CITY OF MILPITAS AGENDA REPORT (AR)

Item Title:	Consider Appropriating Unassigned Fund Balances or Reserves based on the November 4, 2025 Prioritization Vote (Staff Contact: Matt Cano, Assistant City Manager, 408-586-3012)
Category:	Leadership and Support Services
Meeting Date:	12/2/2025
Recommendation:	Adopt a resolution to appropriate unassigned fund balances or reserves for approved one-time funded priorities based on the November 4, 2025 prioritization vote.

BACKGROUND:

On [October 2, 2025](#), the Milpitas City Council (Council) attended a City Council Priority Setting Workshop during which staff delivered a presentation on the City's fiscal condition, strategy, and work plan efforts, and provided an overview of completed, existing, and new Council referrals. Additionally, staff presented a two-step process to prioritize and rank referrals and requested Council to adopt a resolution to appropriate unassigned fund balances or reserves for prioritized referrals. Council engaged in discussion and started the voting process but then directed staff to bring the prioritization vote and ranking back to the [November 4, 2025](#) City Council meeting.

On November 4, 2025, the Council voted and ranked the referrals, which resulted in a final list of priorities. The list of newly approved priorities is set forth as an exhibit to this agenda report as Attachment A - List of Newly Approved Priorities. Council subsequently voted to defer the adoption of the resolution on funding appropriation to a December Council meeting. Information on the source of one-time funds and one-time funded priorities is set forth as an exhibit to this agenda report as Attachment B – Use of One-Time Funds Options.

ANALYSIS:

Based on Council direction, staff requests that Council discuss and adopt a resolution to appropriate unassigned fund balances or reserves for referrals ranked and prioritized for funding. The resolution is set forth as an exhibit to this agenda item as Attachment C – Resolution to Increase Appropriation for Priorities.

POLICY ALTERNATIVE:

Alternative 1: Postpone the adoption of funding resolution to a later date.

Pros: Postponing may allow Council additional time to decide on the priorities to fund using one-time funds.

Cons: Postponing the allocation of one-time funds would impact referrals that have a target completion or implementation date.

PROJECT SCHEDULE/KEY MILESTONES

Staff will report back on the progress of prioritized referrals and related work plans at future prioritization sessions and/or through other channels.

FISCAL IMPACT:

The fiscal impact will be determined by the City Council approval and adoption of a resolution to appropriate unassigned fund balances or reserves for referrals ranked and prioritized by the City Council for funding.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):

This item is not a project under the California Environmental Quality Act (CEQA) Guideline 15378(b).

ATTACHMENT(S):

(a) List of Newly Approved Priorities

- (b) Use of One-Time Funds Options
- (c) Resolution to Increase Appropriation for Priorities

Workshop Prioritization Process: Prioritization Results



High Priority	Important	Nice to Have
• Explore expansion of SMART transportation services • Storefront & Crime Prevention Business Initiative/provide grants to victims (\$100,000) • Strategic Land Acquisition Revenue Reserve Fund (\$200,000)	• Temporary Police Office on Main Street (\$310,000) • Develop Fentanyl Policy • Ring Doorbell Neighborhood Initiative (\$120,000)	• Update Mural Program Policy • ADU Permit Subsidy (\$60,000) • Council Special Events Fund (\$10,000)

Source & Use Summary Table

#	Source	Amount	Detail
1	Community Investment Fund	\$472,419	June 30, 2025, balance from unallocated and completed program fund balance
2	Stratford School	\$1,000,000	\$1.0 million has been provided to the city as part of the Development Agreement.
3	VTA Reimbursement	\$840,200	City received the VTA reimbursement in June 2025, for BART Extension pavement and structural street repairs. <i>Note: Funds may be used differently.</i>
4	Fiscal Strategy – Contract Review	\$1,000,000	As of now, staff has identified over \$1,000,000 that can be liquidated due to expired contracts.
	TOTAL	\$3,312,419	One-Time Funds Only

Type	Amount
One Time Funds	\$3,312,419
Staff Recommendations	(\$1,005,000)
New Council Priorities	(\$800,000)
One Time Fund Balance	\$1,507,419

Staff Recommended* for One-Time Funding Allocation

#	Proposal	Est. One-Time Cost	Detail
1	Library: Improved security and maintenance (Montano)	\$300,000	Library security enhancement for 24 months: this includes security guard presence at the Library to address on-going vandalism and security needs (\$100k/yr). Library improved maintenance includes an extra \$50,000/year to provide for quicker clean up and proactive maintenance.
2	Park Improvements Grant Matching Funds (Montano)	\$200,000	Matching funds for potential future grant applications for a city park project.
3	Main Street Revitalization (Main St. Subcommittee)	\$100,000	Funds streetscape beautification, marketing/branding, or a financial incentive program to attract retail and restaurants into vacant buildings. A funding plan would be presented to Council before implemented, but it includes Street Eats 209 event (\$7,500/event)
4	Milpitas Youth Force Summer Job Program (Montano)	\$80,000	Funds appx. 20 youth to participate each summer (@ approximately \$2000 per student).
5	Expand Emergency Motel Stay (Chua)	\$100,000	Funds motel stays for the unhoused during emergencies for 2 - 4 years.
6	FIFA/Superbowl events and small business promotion (Full Council)	\$75,000	Fund events promoting Milpitas businesses during FIFA/Superbowl. Note timeline needed for approval to allow for Superbowl events.
7	Economic Development Strategy (Full Council)	\$150,000	To fund the development of a citywide Economic Development Strategy.
TOTAL		\$1,005,000	

*Recommendations are based on Council requests and feedback.

Council Priorities for One-Time Funding Allocation

#	Priority	Est. One-Time Cost	Detail
1	Temporary Police Office on Main Street	\$310,000	Staff worked with various contractors to determine the current condition of the building and identified 5 key building systems that need to be addressed for the building to be occupied by Police personnel. A total of \$301,760 would be needed for the building improvements. \$310,000 requested for contingency.
2	Strategic Land Acquisition Revenue Fund	\$200,000 or TBD	The Council has long expressed the need to build up funding for strategic land acquisition that enables revenue generating opportunities for the City. A contribution of any sort builds on that goal. This would add to the current reserve of \$710,248.
3	Storefront & Crime Prevention Business Assistance	\$100,000	This initiative would refocus the City's existing storefront rehabilitation fund with crime prevention improvements, enabling businesses to take proactive measures to address safety needs for patrons and business facilities. The Storefront fund has \$87,000 available for re-distribution to this initiative, if desired.
4	Ring Doorbell Neighborhood Initiative	\$120,000	The average Ring doorbell costs \$115 and this reflects the purchase of 1000 doorbells, with a \$5,000 contingency.
5	Council Special Events Fund	\$10,000	Establishes a pilot program for two years allowing \$1,000/yr for each Councilmember to attend non-political events where it is deemed beneficial for the City of Milpitas to be represented. This would begin following completion of a new council approved policy for funding distribution.
6	ADU Permit Subsidy	\$60,000	Subsize approximately 10 permit fees for each new ADU; average building permit and plan check fees per ADU is \$6,000. Additional funding would be added to approximately \$130,000 remaining in current program.
TOTAL		\$ 800,000	

RESOLUTION NO.

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILPITAS
AUTHORIZING AN INCREASE TO THE APPROPRIATION OF UNASSIGNED FUND
BALANCES OR RESERVES FOR REFERRALS RANKED AND PRIORITIZED BY THE
CITY COUNCIL OF MILPITAS**

WHEREAS, the City Council of the City of Milpitas has received and discussed a presentation on the City of Milpitas fiscal condition, strategy, and work plan efforts; and

WHEREAS, the City Council has reviewed, prioritized, and approved City Council Referrals using a two-step prioritization process, with direction to City staff to return at a future meeting with additional analysis and costing that may be required; and

WHEREAS, the City Council wishes to appropriate unassigned fund balances or reserves for certain referrals ranked and prioritized by the City Council at its December 2, 2025 meeting;

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

1. The City Council has duly considered the full record before it, which may include but is not limited to such things as the City staff presentation, testimony by staff and the public, and other materials and evidence submitted or provided to it. Furthermore, the recitals set forth above are found to be true and correct and are incorporated herein by reference.
2. The action has no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment and is not a project pursuant to Pub. Resources Code, § 21065 and Cal. Code Regs., tit. 14, § 15378. Even if a project, the action is exempt from further CEQA review pursuant to Cal. Code Regs., tit. 14, § 15061(b)(3) as it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.
3. The City Council hereby authorizes a budget increase of \$[XXXXX] of unassigned fund balances or reserves for the current fiscal year for certain referrals ranked and prioritized by the City Council at its December 2, 2025 meeting.

PASSED AND ADOPTED this 2nd day of December 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

APPROVED:

Suzanne Guzzetta, City Clerk

Carmen Montano, Mayor

APPROVED AS TO FORM:

Christopher Creech, Acting City Attorney