



MILPITAS PLANNING COMMISSION STAFF REPORT

May 27, 2026

APPLICATION:

SOBRATO RESIDENTIAL TOWNHOMES – 600 VALLEY WAY – P-SD24-0005, P-MT24-0002, P-DB24-0001, P-EA24-0003. A Site Development Permit, Vesting Tentative Map, Density Bonus Permit, and Environmental Assessment to develop a multi-family residential Project with 134-unit condominium townhomes and a 2,182-square-foot one-story clubhouse. The application was submitted under California Senate Bill 330 (Housing Crisis Act of 2019) and will consist of 24 three-story, multi-family residential buildings approximately 38-feet in height (up to a maximum height of 45-feet to the top of the highest architectural element) with 268 resident vehicle parking stalls, 60 outdoor surface level guest parking stalls, landscaping, and associated site improvements on a 7.22-acre site located within the Gateway-Mixed Use (GW-MU) Zoning District in the Milpitas Gateway-Main Street Specific Plan area at 600 Valley Way.

RECOMMENDATION:

Staff recommends that the Planning Commission open and close the public hearing, consider the Project's CEQA exemption pursuant to conformity with the Gateway-Main Street Specific Plan Subsequent Environmental Impact Report (SCH No. 2024070432) in accordance with CEQA Guidelines Sections 15162 and 15182, and adopt Resolution No. 26-009, recommending that the City Council approve Site Development Permit No. SD24-0005, Vesting Tentative Map No. MT24-0002, Density Bonus Permit No. DB24-0001, and Environmental Assessment No. EA24-0003, subject to the findings and Conditions of Approval.

PROJECT LOCATION:

*Addresses and Assessor's
Parcel Numbers (APNs):
Area of City:*

600 Valley Way (222-80-022, -024, -025)
Gateway District of Milpitas Gateway-Main Street Specific Plan,
south of Heath Street, west of Valley Way, east of Interstate 880

PEOPLE:

Project Applicant:

Caroline Layden, Senior Development Manager
The Sobrato Organization, Mountain View, CA

Consultant(s):

Architect: *Studio T-SQ, Inc.*, Oakland, CA
Civil Engineer: *Kier + Wright*, Santa Clara, CA
Landscape Architect: *The Guzzardo Partnership Inc.*, San Francisco, CA

Property Owner: *The Sobrato Organization, Mountain View, CA*

Project Planner: Kristina Phung, AICP, Senior Planner

LAND USE:

General Plan Designation: Milpitas Gateway-Main St. Specific Plan (MGSP)

Specific Plan Designation: Milpitas Gateway Main St. Specific Plan (MGSP)

Zoning District: Gateway Mixed Use (GW-MU)

ENVIRONMENTAL:

As a Lead Agency, the City has determined the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15182. CEQA Guidelines Section 15182 states that projects in conformity with a specific plan that has a certified Environmental Impact Report (EIR) are exempt from CEQA, provided the project results in none of the conditions described in CEQA Guidelines Section 15162. The City prepared an Environmental Checklist for the Project to evaluate its consistency with the Gateway-Main Street Specific Plan Subsequent Environmental Impact Report (State Clearinghouse No. 2024070432), which demonstrates the Project would result in none of the conditions in CEQA Guidelines Section 15162.

EXECUTIVE SUMMARY

The City of Milpitas (City) received an application from The Sobrato Organization “Sobrato” (Applicant), requesting a Site Development Permit, Vesting Tentative Map, Density Bonus Permit, and Environmental Assessment to allow the development of a 134-unit townhome condominium subdivision, comprised of 24 multi-family buildings up to 38-feet in height (three stories) (up to a maximum height of 45-feet to the top of the highest architectural element) with a one-story, 2,182-square foot clubhouse, 268 vehicle parking spaces, 60 outdoor surface level guest parking stalls, landscaping, and associated site improvements on a 7.22-acre site located at 600 Valley Way (APNs 222-80-022, -024, -025) in the Milpitas Gateway-Main Street Specific Plan (MGSP) area (the “Project”). The application was submitted in accordance with California Senate Bill 330 (SB 330), also known as the Housing Crisis Act of 2019.

The proposed townhomes include three- or four-bedroom units with attached two-car garages. 20 of the 134 units will be reserved for moderate-income households in conformance with the City’s Affordable Housing Ordinance. The Project qualifies for concessions, waivers, and parking reductions under the State Density Bonus Law.

The proposed Project requires approval of three entitlements, as follows:

1. Site Development Permit No. SD24-0005: To allow the development of 24 multi-family buildings, up to three stories in height, with up to 134 residential units and a clubhouse amenity building on the 7.22-acre site; and
2. Vesting Tentative Map No. MT24-0002: To combine three lots into one lot, establish 134 residential condominium spaces, related common areas, and associated easements; and

3. Density Bonus Permit No. DB24-0001: To ensure compliance with State Density Bonus law and regulations.

Although not an entitlement, Environmental Assessment No. EA24-0003 was prepared with a Project-specific Environmental Checklist to establish CEQA compliance to consider the Project's CEQA exemption pursuant to its conformance with the Gateway-Main Street Specific Plan Subsequent Environmental Impact Report (SCH No. 2024070432) in accordance with CEQA Guidelines Sections 15162 and 15182.

BACKGROUND

The Project site includes three adjacent parcels owned by Sobrato, collectively known as “600 Valley Way”: 602 Valley Way (APN 222-80-025), 538 Valley Way (APN 222-80-024), and 461 Valley Way (APN 222-80-022). The parcels currently have five (5) one- to two-story office/industrial buildings, totaling approximately 109,775-square feet.

During the community outreach and engagement efforts with stakeholders for the MGSP, Sobrato expressed interest in redeveloping the Project site with residential uses. In anticipation of the redevelopment of the site, Sobrato conducted extensive voluntary outreach over the years to all existing nonprofit tenants to assist in relocation, including meetings, surveys, grants ranging from \$20,000-50,000, options to move into another Sobrato non-profit center in various other nearby South Bay locations. All tenants were vacated by the end of 2025 in anticipation of construction of the proposed Project with demolition potentially occurring in the latter half of 2026.

Milpitas Gateway-Main Street Specific Plan (MGSP)

In 2021, the City initiated an update to the Milpitas Midtown Specific Plan, originally adopted by City Council in 2002 and updated in 2010 to maximize land use, transportation, and economic opportunities along the City's historic Main Street and to energize and catalyze mixed-use, transit-oriented development in the Midtown area, also known as the “heart” of Milpitas. The update included renaming the Midtown Specific Plan to “Milpitas Gateway-Main Street Specific Plan” (MGSP). The MGSP area includes Calaveras Boulevard and Main Street, covering approximately 605 acres bordered by I-880 to the west, the Union Pacific Railroad tracks to the east, and Great Mall Parkway to the south.

The MGSP established new zoning districts to achieve the plan's vision, strategies, and policies by providing clear but flexible development standards to facilitate redevelopment. The update also included a change to the MGSP area boundaries to annex several areas that would benefit from inclusion into the MGSP. On October 28, 2025, the City Council adopted the MGSP and certified the associated Subsequent Environmental Impact Report, including Specific Plan Amendment No. SP20-0002, Zoning Text and Map Amendment No. ZA25-0002 (with Ordinance No. 38.859 first introduced on this date and adopted at a second reading by the City Council on November 18, 2025), and General Plan Amendment No. GP25-0002, thereby annexing the Project site into the northwest portion of the MGSP boundary area and amending the site's former zoning and general plan land use designation of General Commercial to Gateway Mixed-Use and MGSP, respectively.

California Senate Bill 330 (SB 330) (Housing Crisis Act of 2019)

On January 7, 2026, Sobrato submitted a preliminary application pursuant to California SB 330 for a 134-unit townhome subdivision at the Project site after the MGSP was adopted¹. On March 20, 2026, Sobrato submitted a formal application within the required SB 330 submittal timelines for the same townhome housing development.

SB 330 is a statewide bill intended to reduce the time to approve housing developments in California. It became effective on January 1, 2020, and Senate Bill 8 (SB 8) recently extended SB 330 through January 1, 2030. Under SB 330, eligible projects receive enhanced streamlining and vesting opportunities by filing a preliminary application, limits the City's ability to apply design standards that are not objective, and prohibits reliance on subjective standards to deny a housing development project that otherwise complies with applicable objective standards that were in effect at the time of the preliminary application submittal. Some benefits include:

- Generally freezes the ability of local governments to downzone, adopt new development standards, or change land use in residential and mixed-use areas if the change results in less-intensive uses.
- Expedites the permitting process for all housing development and limits the list of application materials that cities can review.
- Generally freezes adopted certain fiscal year rates for fees applicable to the proposal in effect at the time of the preliminary application review period, including development impact fees (DIFs) in effect at the time of the preliminary application review period, with some exceptions as detailed in SB 330. The proposed Project will generally be subject to Fiscal Year (FY) 24-25 fee rates, as the City's FY 25-26 fees were not in effect until mid-February 2026.

PROJECT DESCRIPTION

Overview

The Project consists of the development of 134 new townhome condominium units in 24 buildings with a one-story, 2,182-square foot clubhouse with associated landscaping and site improvements, including private alleyways and outdoor amenity spaces. The site currently has five existing commercial/office buildings and surface parking lots that were constructed in the 1970s. If the Project's entitlement requests receive final approval by the City Council after receiving a recommendation from the Planning Commission, the Applicant will be required to obtain a Demolition Permit to allow for demolition of all existing structures, and a building permit to allow for construction of the Project from the Office of Building Safety.

The Project includes a vesting tentative map for a major subdivision, combining three lots into one 7.22-acre irregular-shaped lot for the condominium units, private streets, related common areas, easements, and other shared site improvements to support the future residents.

¹ The Applicant originally submitted for the proposed Project's entitlements on November 18, 2024, which required the submittal of a General Plan Amendment (GPA) and Zoning Amendment (ZA) at the time to begin early inter-departmental review of the Project. After the MGSP was formally adopted in late Fall 2025, the GPA and ZA request were deemed void. The Applicant shortly thereafter invoked SB 330 in early January 2026, starting new formal timelines for the requested Project entitlements.

The proposed townhomes consist of three (3) unit types, ranging from approximately 1,326 to 2,013-square feet of habitable space, each with a three-bed/three-bath or four-bed/four-bath configuration including an attached two-car private garage in tandem or zipper (side-by-side) parking for each unit. The Project provides a total of 328 vehicle parking spaces (268 spaces within a garage, 60 guest onsite surface parking spaces). In total, the proposed Project will provide approximately 307,102-gross square feet of new residential development.

All 24 residential buildings will be three stories, reaching 38-feet in height to the top of roof and a maximum height of 45-feet to the top of the tallest architectural element (used as a ladder roof access tower for maintenance only). The one-story clubhouse is located near the center of the site, serving as the community hub providing a space for gatherings and a management office.

New pedestrian walkways, paseos, alleyways, and streets would provide access within the Project site to the proposed townhomes and proposes other site and mobility improvements required in the MGSP to improve neighborhood connections between communities and reduce barriers. A centrally located open space spine will serve as the Project's main connecting publicly accessible pedestrian paseo and would provide connectivity to the adjacent single-family residential neighborhood to the north and nearby commercial areas through the Project site as a future "greenway" connection as required in the MGSP for the site. Three pocket parks located along this central paseo would provide a variety of activities and lounging spaces connected through this central spine by other new pathways that extend to all the townhomes, clubhouse, and would include outdoor amenities such as picnic areas, recreation areas, shade structures, lounging areas with seating, and a bocce ball court. A dog run area will also be located in the northwest corner of the Project site.

The Project's new landscaping improvements are proposed around the perimeter of the lot and within portions of the pedestrian pathways with new native and drought tolerant grasses, shrubs, perennials, and trees from the MGSP recommended list. All of the new pedestrian walkways and streets will be lined with trees and other such groundcover improvements. Additionally, new stormwater detention basins will be constructed on the site. The Project proposes to remove 115² ordinance-sized trees and will be planted with a two-to-one required planting ratio by adding approximately 341 new trees to the site, in addition to retaining seven (7) existing ordinance-sized trees, bringing the new onsite tree total to approximately 348. The landscaping sheets of the Project Plans (Attachment D) show details of the proposed landscaping and open space plans.

Location and Context

The Project site is generally flat and is west of Valley Way at the end of a cul-de-sac and south of Heath Street. Interstate Highway 880 abuts the site to the west, an existing single-family residential neighborhood is located to the north, and a mix of retail and commercial uses are to the south and east as detailed in Table 1. Figure 1 shows the aerial location of the Project site and Figure 2 shows the zoning map.

² Per the City's Tree Removal Ordinance per MMC Sec. X-2-7.01 on developed commercial 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 Applicant applied for Tree Removal Permit No. TR24-0018 issued by the Public Works Department with replacement trees to be commensurate with the size of the tree being removed as determined by the Planning Director or his or her designee per MMC X-2-4.02.

Figure 1 – Project Site Aerial Location

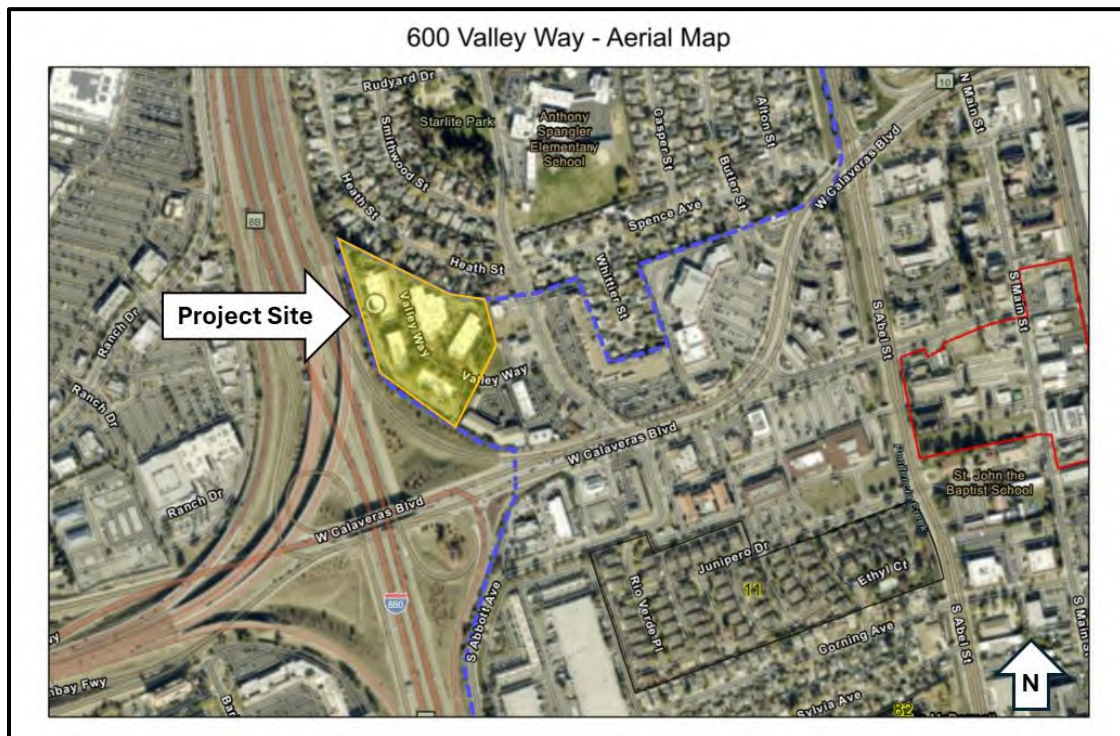


Figure 2 – 600 Valley Way (Zoning Map)

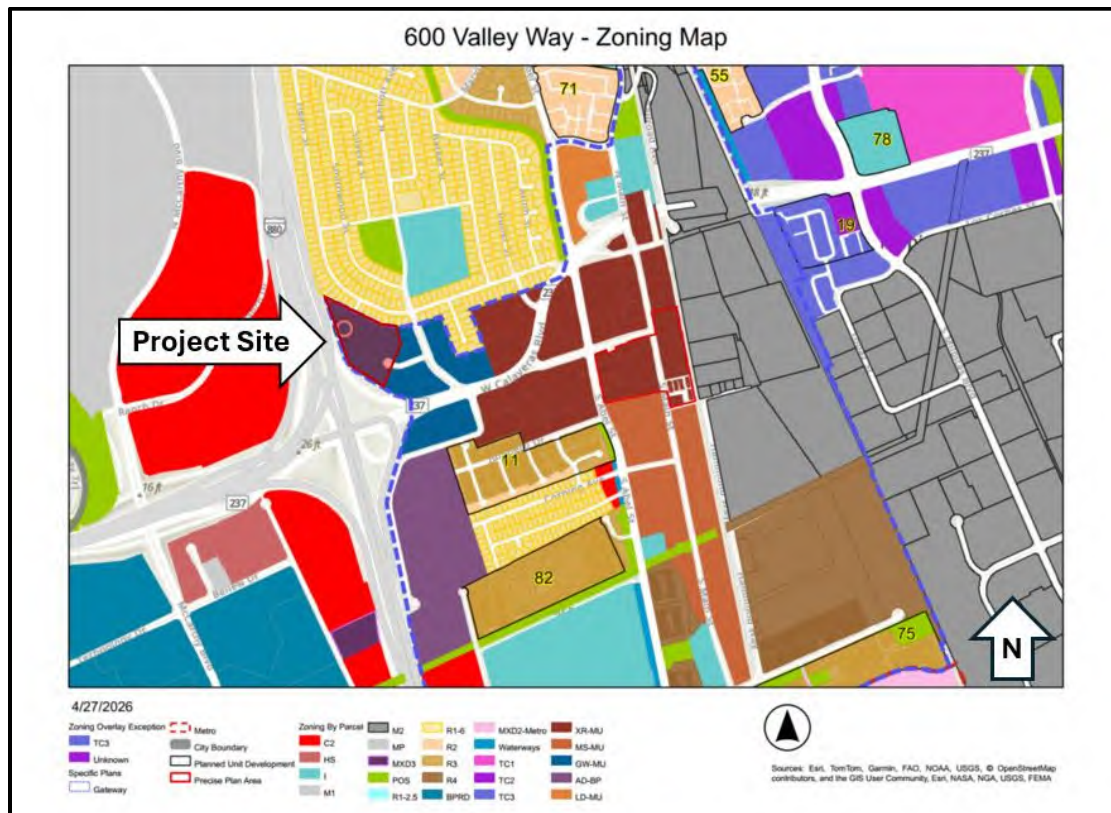


Table 1: Surrounding Zoning and Land Uses

	General Plan	Zoning	Existing Uses
Subject Site	Milpitas Gateway-Main St. Specific Plan (MGSP)	Gateway Mixed-Use (GW-MU)	Five (5) Multi-tenant Office/Industrial Buildings
North	Low Density Residential (LDR)	Single-Family Residential (R1-6)	Existing Single-Family Residences
South	Milpitas Gateway-Main St. Specific Plan (MGSP)	Gateway Mixed-Use (GW-MU)	Best Western Inn/Multi-tenant Commercial Plaza
East	Milpitas Gateway-Main St. Specific Plan (MGSP)	Gateway Mixed-Use (GW-MU)	Gas Station/7-Eleven Convenience Store
West	Caltrans	Caltrans	Interstate Highway 880/I-880

PROJECT ANALYSIS

This section will evaluate elements of the proposed Project for conformance with the Milpitas 2040 General Plan, MGSP, Zoning Ordinance (ZO), ODS, Milpitas Municipal Code (MMC), Senate Bill 330, and State Density Bonus Law.

Milpitas 2040 General Plan Conformance

The General Plan designation for the Project site is Milpitas Gateway-Main St. Specific Plan (MGSP). 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	Conformance
<i>Policy LU 1-4: Continue to provide for a variety of housing types and densities that meet the needs of individuals and families and offer residents of all income levels, age groups, and special needs sufficient housing opportunities and choices for locating in Milpitas.</i>	Consistent. The Project will provide 134 new three- to four-bedroom for sale townhome condominiums in three (3) unit type floor plans with modern design elements such as including a minimum of three bathrooms and private balconies in each unit. The Project will also provide housing opportunities with those with special needs by providing at least 10 percent of the total units (14 units) as accessible (ADA) units. Additionally, 20 of the residential units will be reserved for moderate-income households in compliance with the City's AHO.
<i>Policy LU 2-1: Utilize Specific Plans to guide development within Milpitas's special</i>	Consistent. The MGSP establishes four new zoning districts to align with the development

Policy	Conformance
<i>planning areas. Properties located within Specific Plan areas shall conform to the underlying Specific Plan's land uses, zoning, and development standards.</i>	goals of the MGSP's four focus areas and incentivize redevelopment. The Project site is within one of the identified focus areas in the Gateway Mixed-Use (GW-MU) Zoning District and was evaluated and designed in conformance to the MGSP's land uses, zoning, and development standards including meeting the majority of the site's main standards shown for MGSP Figure 3-6, Gateway District Regulating Plan for the Project site area by providing adequate freeway edge setback and front setbacks of new structures, new alleyways, a new greenway connecting Valley Way to Health Street, and meeting the single-family residential transition requirements from the existing housing located immediately north of the site. The Project requests minor deviations to some subsections of these standards using the State Density Bonus Law but will still provide all of the main MGSP Figure 3-6 standards.
<i>Policy LU 5-1:</i> <i>Require new development and redevelopment to be compatible, complementary and, where appropriate, well integrated with existing residential areas. Integrate new largescale development projects into the fabric of the existing community rather than allowing projects to be insular and self-contained, walled off, or physically divided from surrounding uses. Improve connectivity between neighborhoods and services with new development. Tie circulation systems and open spaces into existing streets and open spaces. Reduce unnecessary barriers and improve connections between neighborhoods and services by retrofitting existing development over time as area improvements or redevelopment occurs.</i>	Consistent. The Project, as proposed, is well integrated with the existing residential, commercial, and mixed-use developments. The overall scale, bulk, and height of the Project is compatible with the existing one to two-story single-family residences to the north by demonstrating compliance with MGSP Objective Design Standard Section 4.1.3(A), Transitions to Single-Family Residential Neighborhoods, by meeting required daylight plane provisions as demonstrated on Project Plan Sheet A-300. Although the GW-MU zoning district allows for buildings with a maximum of up to 5-stories and 65-feet in height, the Project is proposing all 24 residential buildings to be a maximum of three-stories (up to a roof height of 38-feet to 45-feet to the top of an architectural element). The Project's compliance with the daylight plane requirements will help ensure the abutting residences to the north continue to receive adequate sunlight and air, protects against privacy concerns, and preserves views by limiting the Project's visible building mass.

Policy	Conformance
	Additionally, the Project was designed to meet the MGSP Figure 3-6, Gateway District Regulating Plan requirement for a new greenway connection described as the “central open spine” in the Project Description. This new greenway will provide a new publicly accessible pathway from Valley Way to Heath Street to integrate the new development with existing neighborhoods and reduce existing physical barriers between the commercial and residential areas. The existing dead-end portion of Heath Street is currently walled off with a locked chain-link fence, and the proposed Project will eliminate this insular barrier by removing a segment of this fence, which will lead to the greenway to reduce unnecessary barriers and improve connectivity between the surrounding communities. Emergency Vehicle Access (EVA) will be maintained along the greenway path and would be protected by removable bollards. Furthermore, the proposed Project will also tie circulation systems and open spaces into existing streets and open spaces by providing a new internal circulation system within the development along with the greenway which will lead to the three pocket parks and clubhouse amenity building, and will include on and offsite public improvements such as rebuilding sidewalks and infilling a missing sidewalk connection around the Valley Way cul-de-sac and frontage by the vacant, undeveloped lot (APN 222-80-026) located southeast of the Project site on the north side of Valley Way. All of the aforementioned improvements will integrate the new largescale development Project into the fabric of the existing community, and helps achieve goals within MGSP’s mobility and transportation network by including complete streets and eliminating existing barriers with infrastructure that will be built up to modern City code and design and code standards.

Policy	Conformance
<i>Policy 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. The Project meets the height standards by proposing one, single-story clubhouse building and 24 residential buildings that are three stories each, up to 38-feet in height to the top of roof and up to a maximum of 45-feet to the top of an architectural element in the GW-MU zoning district, which allows a maximum height of 65-feet and 5-stories.

Milpitas Gateway-Main Street Specific Plan (MGSP) Conformance

The MGSP vision and strategies are organized into (4) focus areas or districts: (1) Crossroads (2) Main Street, (3) Gateway, and (4) Abbott. The MGSP is envisioned as a group of neighborhoods that together create a complete community and center for Milpitas. New Infill housing and mixed-use development will be paired with complete streets, new urban open spaces, and placemaking to distinguish the MGSP area as a walkable and bike-friendly urban community. The guiding principles are organized around four (4) themes: (1) vision and placemaking, (2) land use and development, (3) transportation and access, and (4) open space and community amenities.

The Project site is within the Gateway District, one of the MGSP's four focus areas and the proposed Project supports the purpose and intent of this district. Table 3 below outlines the Project's consistency with applicable MGSP Policies:

Table 3: Milpitas Gateway Main-Street Specific Plan (MGSP) Consistency

Policy	Conformance
<i>Gateway-Main Street Specific Plan Guiding Principle:</i> Integrate a mix of housing types, scales, and affordability, including mixed-use, housing for families, smaller unit homes, live-work, senior housing, and affordable housing.	Consistent. The Project site was identified as a Rezone Site in the City's 2023-2031 Housing Element Update and will provide 134, three-story condominium townhomes and a one-story clubhouse with other open space amenities for all ages to enjoy including pocket parks and a bocce ball court. 20 of the 134 townhomes will be reserved for moderate-income affordable units to comply with the City's Affordable Housing Ordinance and distributed amongst unit types and buildings. The proposed Project will be scaled appropriately from existing single-family residences to the north and other existing development through compliance with MGSP Section 4.1.3.A, Transitions to Single-Family Residential Neighborhoods.
<i>MGSP Section 2.5 - Gateway District Vision:</i> A vital west gateway entry into the City, the Gateway District will be a highly visible	Consistent. The proposed Project meets the Gateway District Vision by fully redeveloping a site and demolishing five aging,

Policy	Conformance
community commercial node along Calaveras Boulevard, with opportunities for freeway-oriented retail and services, neighborhood shopping, and hotel and convention space. This district transitions to more neighborhood-oriented retail and services along Abbott Avenue north of the Calaveras Boulevard frontage. Higher-intensity development, oriented along Calaveras Boulevard, will attract and support the needs of travelers along the corridor, while offering a neighborhood-scale residential and mixed-use north of Calaveras Boulevard. Complete streets improvements planned for Calaveras Boulevard will balance the scale of this busy corridor with a more comfortable bike and pedestrian experience, branding, and complete street improvements.	underutilized multi-tenant office buildings constructed over 50 years ago with a modern, Spanish architectural themed concept that offers a neighborhood-scale residential development with its maximum building heights around the mid-point of the 65-ft. and five stories height limit of the GW-MU Zoning District, and also includes several improvements to the multimodal network. Some improvements include the on- and off-site public improvements such as constructing new sidewalks and reconstructing existing City sidewalks, including infilling sidewalk gaps along the Valley Way cul-de-sac, roadway resurfacing, and constructing a new internal circulation network with new native landscaping and tree lined pedestrian pathways built to modern code requirements. The proposed Project will meet MGSP Figure 3-6 by providing a new greenway pathway connecting Valley Way to Health Street, new alleyways around the Project site, and meeting its single-family residential transition and freeway edge setback requirements. Furthermore, the Project will introduce more residents to the immediate area who may utilize and support local business operations at nearby retail stores and commercial shopping centers.

Zoning Conformance

The Project site is located in the Gateway Mixed-Use (GW-MU) Zoning District within the MGSP. Per the Zoning Ordinance, the GW-MU Zoning District supports a freeway and commercial corridor service orientation along Calaveras Boulevard and I-880, transitioning to a neighborhood-oriented residential focus to the north, and a commercial/mixed-use focus adjacent to Crossroads Mixed-Use. Development shall comply with the standards of MGSP Section 3.7.3, Gateway District, including MGSP Figure 3-6, Gateway District Regulating Plan.

Table 4 describes the proposed Project’s conformance or consistency with the development standards in the Zoning Ordinance for the MGSP GW-MU Zoning District. MGSP Chapter 4 includes specific objective design standards tailored to the plan area (MGSP ODS) to provide criteria for site planning, urban form, building design, and pedestrian-level design. Pursuant to MMC Section XIII.D.10.020(C), “The regulations provided by an adopted Specific Plan shall replace those of the current or underlying zone or zones, and the development standards and/or design standards or guidelines identified in the Specific Plan shall take precedence over the general standards included in this Title and any adopted design standards or guidelines.” In addition to the

MGSP ODS requirements, the proposed Project must also demonstrate compliance with the City’s 2022 Residential and Mixed-Use Objective Design Standards “City ODS”, detailed in the next section.

Where the Project is not in compliance with any of the aforementioned standards, the State Density Bonus Law (SDBL) requires the City to grant appropriate concessions, waivers, and parking reductions for qualifying projects, as further described in Table 5.

Table 4: Summary of MGSP GW-MU Zoning District Development Standards

Development Standard (GW-MU)	Required	Proposed	Conformance
Density	18-65 du/ac	19 du/ac; 134 units total	Yes
Floor Area Ratio	2.0 (Max.)	0.98 FAR	Yes
Front Yard Setback (Min. – Max.) Valley Way	5 ft. (min.) - 12 ft. (max.)	Four Proposed Buildings #16, 18, 22 and 24 front Valley Way. All four meet minimum 5-ft. front setback; three exceed 12-ft. maximum front yard setback as follows: Bldg 16: 15’-5” ft. Bldg 18: 13’-5” ft. Bldg 24: 14’-3” ft.	Yes, with approval of a SDBL waiver for max. front yard setback for three (3) buildings
Interior Side Yard Setback (East Side)	0 ft. (min.)	10’-3” to 13’-6”	Yes
Interior Side Setback Adjacent to Single-Family Residential	10 feet; also see MGSP Section 4.1.3 A	6’ (Trash Enclosure) 28’-5” to 38’ (Townhomes on North Side)	Yes, with approval of a SDBL waiver for the side setback for the trash enclosure
Interior Rear Yard Setback Along Freeway Edge	MGSP Section 4.1.3(B): Min. 60 feet from edge of freeway right-of-way	99’-2” to 144’	Yes
Height (Max.)	65 ft. and five (5) stories	38 ft. to top of roof (45 ft. max to tallest architectural feature), three (3) stories	Yes

Development Standard (GW-MU)	Required	Proposed	Conformance
Common Outdoor Open Space	6+ units requires minimum 60 S.F./unit Minimum area for common open space shall be 1,000 S.F., with a min. dimension of 40 ft. x 25 ft.	The proposed Project incorporates several outdoor amenity areas including but not limited to bocce ball court, turf activity areas for open lawn and play areas, native landscaping, trellises, and picnic tables. Total Required: 8,040 S.F. Total Provided: 9,974 S.F.	Yes
Private Open Space	6+ units requires minimum 40 S.F./unit Minimum dimension of 5-feet in all directions	Each unit has a private ground level porch or patio meeting the minimum dimensional and size requirements. Some units also have a private upper deck. Total Required: 5,360 S.F. Total Provided: 13,967 S.F.	Yes
Vehicle Parking (Min.)	Off-street parking: 1.5 spaces per unit; plus 1.0 guest parking space per 3 units	Total Required: Off-street parking - 201 stalls (1.5 spaces x 134 units); Guest parking 45 stalls (134 units/1 guest stall per 3 units) Total Provided: 268 stalls (2 private spaces per unit in each garage); 60 guest parking stalls	Yes
Bicycle Parking	0.5 spaces per unit	Total Required: 134 units x 0.5 bicycle stalls per unit = 67 bicycle stalls Total Provided: 134 long-term indoor bicycle parking stalls (one in each unit's garage), 12 short-term outdoor bicycle stalls	Yes

In addition to meeting the standards outlined above, the Project is consistent with most of the applicable MGSP ODS criteria, some of which directly refer to a standard from the City ODS or ZO. Attachments E and F provides a detailed compliance matrix of all MGSP ODS and City ODS

requirements with the associated SDBL letter request explaining why relief to some standards are needed. In summary, the Project was designed to meet the standards specifically identified for the Project site as shown on MGSP Figure 3-6, Gateway District Regulating Plan to implement the future vision of the district, including those related to transitioning to adjacent single-family residential neighborhoods, setbacks from freeways, and building design and architecture, other than those that the Applicant has requested to use a concession or waiver per the SDBL, as detailed in an upcoming section.

Objective Design Standards (ODS)

The City adopted its Residential and Mixed-Use Objective Design Standards (ODS) on November 1, 2022, to facilitate project designs by establishing objective development and design standards for all multi-family and mixed-use projects.

The ODS are intended to bring consistency and clarity to project review and permitting while eliminating subjectivity to provide uniform language. The proposed Project includes 134 townhomes on a 7.22-acre site, which would be classified as a Large project type and a “Medium” building type. While full compliance with the ODS is only required for projects seeking permit streamlining (i.e., ministerial review), all projects proposing two or more dwelling units must demonstrate how it meets the intent and purpose of the ODS.

As described in the prior subsection, pursuant to MMC XIII-D.10.020(C), the Project must also comply with all of the MGSP ODS, in which the MGSP ODS standards prevail over the City ODS and have some references to City ODS requirements. Although the Applicant is not seeking ministerial review and invoked SB 330, the proposed Project was required to demonstrate compliance with all MGSP ODS as well as complying or meeting the intent of all City ODS. Refer to Attachment F for the Project’s compliance analysis, which demonstrates the Project is consistent or meets the intent with most of the applicable MGSP ODS and City ODS. In conclusion, the Project is considered compliant because it conforms or meets the intent of all applicable ODS standards, other than those that the Applicant has requested to use a concession or waiver per the SDBL, as detailed in the following section.

State Density Bonus Law

To encourage affordable housing production, the State Density Bonus Law (SDBL) (Gov. Code §§ 65915 *et seq.*) allows developers to receive density bonuses and other incentives, such as concessions, waivers, and parking reductions, when affordable housing is incorporated within a project. Specifically, an applicant may request relief from the City’s development standards through waivers and concessions in order to achieve the proposed density in exchange for including affordable housing in their project.

As detailed in the Housing Accountability Act, jurisdictions generally have limited authority to deny such requests for SDBL waivers, concessions, and incentives unless they make findings of specific adverse impacts as defined in state law, which have a high evidentiary burden. The SDBL is a state mandate, and any project that meets the requirements of the state law is entitled to receive the requested waivers and incentives, which supersede local jurisdiction requirements.

The proposed Project qualifies for waivers and one concession under SDBL because more than 10 percent of total units will be reserved as affordable units for moderate-income households. The

Project includes 20 affordable units, which satisfies the 15 percent total units required under the City's Affordable Housing Ordinance.

Table 5 below lists the request for one (1) concession and 10 waivers for the proposed Project, as detailed in the Applicant's SDBL Letter (Attachment E) and MGSP/ODS Compliance Matrix (Attachment F). The request includes five (5) waivers from MGSP standards, three (3) waivers and one (1) concession from the Citywide Objective Design Standards (ODS), and two (2) waivers from the City's adopted Zoning Ordinance (ZO).

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

SDBL Waiver/ Concession	Regulating Objective Development Standard Subsection
Concession #1	ODS Section 5.3.1 – Fenestration Design – 2-inch Recessed Windows
Waiver #1	MGSP Section 3.7.3 - Max. Front Setback
Waiver #2	MGSP Section 3.7.3 - Interior Side Setback Adj. to Single-Family Residential for Trash Enclosure
Waiver #3	MGSP Section 3.7.3(1)(a) - Min. 60% Building Frontage
Waiver #4	MGSP Section 4.1.3(B)(1) - Adjacent to Freeways – Double Row of Trees
Waiver #5	MGSP Section 5.3.9 - Future Service Alleys
Waiver #6	ODS Section 3.9.1.3 – Planting (Spacing of Trees/Shrubs)
Waiver #7	ODS Section 3.9.3.3 - Adjacent to Freeways – Double Row of Trees
Waiver #8	ODS Section 4.1.3.6 - Open Space Quality – Min. of 40-ft in width and depth
Waiver #9	ZO Section C.2.120 - Refuge and Recycling Areas – E.6 Enclosures – Location
Waiver #10	ZO Section C.6.080.D - Size and Dimensions of Parking Spaces – Parallel Parking Spaces and Dimensions for Guest Parking

The Applicant's SDBL requests are summarized below. The Project's proposed plan set for the requested entitlements were reviewed by the City's Building, Fire, Engineering, and Planning Departments and did not identify any specific, adverse health and safety impacts for the SDBL requests.

- Concession #1 is requested by the Applicant regarding the ODS Section 5.3.1 requirement for the fenestration design of windows to all be recessed a minimum of 2-inches. The Project proposes to include the 2-inch recessed windows along the residential building elevations fronting the main entryway to the units via publicly accessible pathways and open space areas only, and requests a relief to the requirement for elevations facing private alleyways as full compliance would add significant construction costs. The Applicant has identified an actual cost reduction the Project will need to ensure financial feasibility to construct the Project and provide for the affordable units, with estimated construction costs to be approximately \$620 per recessed window with over 1,000 windows potentially subject to this requirement.
- Waivers #1 and #3 are requested as the City's MMC requirements for a new subdivision will require the dedication of new 10-ft. Public Utility Easement (PUE) along the front setback along the Valley Way cul-de-sac, which prohibits permanent physical structures being constructed within the PUE. Three buildings along the front will exceed the maximum front yard setback of 12-ft. by a minor range of 1.5-3.5-ft. and will not be able to meet the minimum 60 percent building frontage requirements due to the angle the buildings are oriented and placed as the lot is irregularly-shaped and along a cul-de-sac frontage.

- Waivers #2 and #9 involve the proposed interior yard setback and location of the proposed trash enclosure by the northeast corner of the Project site. The proposed trash enclosure will be setback 6-ft. from the side interior property line instead of the required 10-ft. Due to site constraints, the Applicant was unable to find another feasible location for the trash enclosure to be located further away from the existing single-family residences to the north without a reduction in Project density.
- Waivers #4 and #7 refer to a request for relief to the same standard, as the MGSP ODS subsection directly cites the need to comply with ODS Section 3.9.3.3 regarding the requirement to plant a double row of trees adjacent to a freeway. Due to an existing PG&E overhead powerline easement along the western edge of the Project site next to Interstate Highway 880, the Applicant confirmed with PG&E via email correspondence that no trees are allowed to be greater than 2-ft. tall in this easement, thereby making implementation of this standard infeasible. PG&E also indicated the Applicant will not be required to underground existing PG&E utilities.
- Waiver #5: The proposed Project requests a waiver for an alternative private two-way alley design. MGSP Figure 5-14 requires a 35-ft. wide alley with a 25-ft. right-of-way (ROW) and a 5-ft. setback on both sides, and the Project proposes a 34-ft. wide alley, consisting of a 26-ft. wide right-of-way (ROW) with 4-ft. setbacks on both sides.
- Waiver #6 involves a relief request from ODS requirements on detailed spacing requirements for planting new trees and shrubs along shared property lines and side/rear setbacks. The Project will exceed the number of required new trees to be planted onsite via Tree Removal Permit No. TR24-0018 but cannot meet all spacing and distancing requirements due to site constraints, and is partially related to Waivers #4 and #7 as no trees will be able to be planted along the rear setback of the property adjacent to I-880 due to an existing PG&E overhead powerline easement.
- Waiver #9: The Applicant requests a waiver from ODS Section 4.1.3.6 as the Project's design was unable to have one common space area meeting the minimum dimension of 40 ft. by 40 ft. due to site constraints but will still meet all other MGSP requirements for private and common open space.
- Waiver #10: The Project requests a waiver from the Zoning Ordinance requirement for minimum parallel parking stall dimensions (10' wide by 22' depth). The Project proposes outdoor surface parking stalls along alleys that are approximately 9' wide by 20-22' depth.

Affordable Housing Ordinance

According to MMC Section XII-1-3.00 of the City's Affordable Housing Ordinance (AHO), the Applicant must reserve fifteen percent (15%) of the total number of dwelling units within the development as affordable units, resulting in 20.1 units for the Project. The Applicant proposes to meet the City's affordable housing requirement by reserving 20 of the 134 units on-site for moderate-income households. However, the AHO states if the 15% calculation results in a fractional unit that is less than 0.5 (i.e., less than half a unit), the developer may pay an in-lieu fee for the remainder of the fractional unit or provide another BMR unit. The Applicant will pay for the remaining 0.1 fractional in-lieu payment calculated at the time of building permit issuance.

The City's Office of Housing reviewed the proposed Project for compliance with the City's AHO, and has included conditions of approval for the Applicant to complete post-entitlement during the building permit review phase, including executing an agreement imposing appropriate ownership controls on the affordable units and payment of the in-lieu fee for the fractional unit of the 15

percent calculation. The Applicant has agreed to distribute the 20 BMR units between the three unit types as shown in Table 6 with eight BMR units of Unit Types 1 and 2 and four BMR units of Unit Type 3. Refer to Sheet G-007 of the Project Plans (Attachment D) for the proposed BMR distribution placement among the 24 residential buildings.

Table 6: Proposed Project Unit Type and Affordable Unit Distribution

Unit Type	Total S.F. Per Unit	Moderate BMR Units*	Market Rate Units	Total Units (% Unit Mix)
Unit Type 1 (3 bed/3 bath)	1,326 S.F. Habitable Space with 477 S.F. Private Tandem Garage Total Net S.F.: 1,803	8	47	53 Units (41%)
Unit Type 2 (3 bed/3 bath)	1,710 S.F. Habitable Space with 442 S.F. Private Side by Side Garage Total Net S.F.: 2,152	8	47	53 Units (41%)
Unit Type 3 (4 bed/4 bath)	2,013 S.F. Habitable Space with 449 S.F. Private Side by Side Garage Total Net S.F.: 2,462	4	20	24 Units (18%)

* Required Affordable Unit Type Distribution per City's Affordable Housing Ordinance.

Housing Element

While the Project with its proposed 134 units would result in fewer units to be built on the Project site than the potential maximum site capacity anticipated in the Housing Element Sites Inventory (202 units), the No Net Loss Law as codified in Government Code Section 65863 requires a jurisdiction to maintain adequate housing sites to accommodate its remaining unmet RHNA by each income category at all times throughout the entire planning period. If a jurisdiction approves a development of a site identified in its Housing Element Sites Inventory with fewer units than shown in the Housing Element, it must find that the remaining sites have sufficient capacity to accommodate the remaining unmet RHNA by each income level. The Milpitas 2023-2031 Housing Element identified a total capacity of 9,397 units, which exceeds Milpitas' RHNA obligation of 6,713 units by 2,684 units. Although the Project would result in the loss of 68 units relative to the anticipated number of units identified in the Sites Inventory, the City currently has more than enough capacity to accommodate its remaining unmet RHNA in each income category. Moreover, any reduction of units was appropriately considered during the City's approval of the Gateway-Main Street Specific Plan, the City at that time made all required findings for the adoption of the applicable zoning, including those findings required by the No Net Loss Law, and no further findings are required at this time. Those findings and analysis are incorporated herein by this reference.

Subdivision Ordinance

The Project's form, content, and dedications of the proposed tentative map have been reviewed by the City's Public Works Land Development Division and deemed consistent with the provisions of MMC Section XI-1-4 (Tentative Maps), as outlined in Resolution No. 26-009. Tentative Maps

require approval by Resolution by the Planning Commission that recommends final approval or denial by the City Council.

Site & Architectural Design

The Project's design concept for the future residential development includes a modern Spanish architectural theme. All 24 three-story residential buildings and the one-story clubhouse building will be built within the GW-MU zoning district height limits. The design of buildings incorporates varied rooflines, balconies, and projections to add visual interest, and will include a mix of window sizes, decorative trim, and roof overhangs including awnings and Juliet balconies to further reinforce the architectural style.

The overall color scheme will remain neutral and earth-toned and complements the architectural theme, and many portions of the internal circulation network will have stamped asphalt vehicular accent paving to imprint a brick or cobblestone-like pattern into the pavement in line with the design concept.

The Project's modern Spanish architectural design includes the following design accents and materials:

- Roof: Tile Roofs in two deep orange/red colors – Eagle Blend and Antigua Spanish
- Exterior: Stucco Finish with two white/beige paint finishes with brown/wood-like balcony base color and trims
- Trim/Accents: Balcony metal railing – dark gray, accent bronze vinyl window trim, accent colors in brown / wood-like finishes, accent mosaic tile, decorative patterned metal screens, stained wood trellis to match medium brown tones
- Entry Door: Wood-like finish
- Garage Door: Steel Garage Door with Wood-like finish

One elevation of the Project is shown in Figure 3 and other massing, site plans, proposed colors and materials, and other elevations are included in the Project Plans (Attachment D). The front of each entry unit along the publicly accessible pathways will also include a wood trellis with new landscaping and trees planted along both sides of the new walkways to enhance the pedestrian experience and streetscape design.

Figure 3 – Proposed Project's 4-Plex Building Front and Rear Elevations



Tree Removal and Landscaping

The Project includes removal of 115 ordinance sized trees and the removal of 16 smaller non-ordinance sized trees, shrubs, and other vegetation from the site and will retain seven onsite ordinance-sized trees. Pursuant to MMC Title X, Chapter 2 (Tree Maintenance and Protection), the Project must plant a minimum of two replacement trees for every one ordinance sized tree that is removed, and requires approval Tree Removal Permit No. TR24-0018 by the City's Public Works Department with replacement trees determined by the Planning Director or designee. The Project will plant 341 new trees on the same site to increase the overall site canopy, with species chosen from the City's MGSP and ODS recommended lists. Seven (7) ordinance sized-trees will be retained onsite, bringing the total number of proposed onsite trees to 348. Additional new landscaping improvements to complement the new tree planting include installation of various native and drought-tolerant plants with a collection of shrubs, grasses, perennials, and groundcovers with a new efficient irrigation system is detailed in the landscaping sheets of the Project Plans (Attachment D).

Private and Common Outdoor Open Space

Per the MGSP, private development with over six units requires private open space with a minimum of 40-square feet per unit and must have a minimum dimension of 5-feet in all directions. The Project proposes each unit with its own private ground level porch or patio meeting the minimum dimensional and size requirements, with some units also having a private upper balcony deck. The proposed Project will exceed the private open space requirements of 5,360-square feet by providing a total of 13,967-square feet of open space (12,501-square feet within private patios/porches and 1,466-square feet in upper decks).

The MGSP requires common outdoor open space for the Project to be a minimum of 60-square feet per unit, with the minimum area of 1,000-square feet and having a dimension of at least 40-feet by 25-feet. The proposed Project requires a total of 8,040-square feet and will provide approximately 9,974-square feet of code compliant common open space, with three common outdoor open space pocket parks located along the greenway path with various amenities.

The common open space areas will be publicly accessible but will be privately owned and maintained by the future residents of the subdivision and are not proposed to be dedicated as public parkland to the City in the subdivision map. Additionally, a small dog park with turf and concrete paving will be provided in the top left corner of the Project site.

Public Parkland Dedication or In-Lieu Payment Requirements

The MGSP requires all new developments to provide 3.5 acres of parkland for every 1,000 persons or payment of park in-lieu fees, as allowed by MMC Section XI-1-9 (*Improvements: Dedication of Land or Payment of Fee or Both, for Recreational Purposes*). The Parkland Fee is based upon the estimated number of persons expected to reside in the development (per U.S. Census definitions) and the estimated value of parkland in the City (currently \$2,787,840 per acre).

In the MGSP at least, two (2) of every three and a half (3 ½) acres (57.4%) shall be provided as public parkland. The remaining acreage can be provided as private parkland (42.6%). Estimates from the U.S. Census show 2.49 people will occupy each unit for multi-family developments with 5 units or more. The Project proposes 134 units, resulting in an estimated population of 334 persons and a total parkland requirement of 1.17 acres, equivalent to approximately \$3,255,667.43. The Applicant will receive a credit of 0.23 acres out of the maximum 0.5-acre allowance of private

parkland they will be providing onsite with the three pocket park areas as described in the aforementioned section. Therefore, the City has determined the Applicant must pay for a total of 0.94 acres, or \$2,615,664.30 to satisfy the MGSP parkland requirement. A full analysis for the parkland requirement is demonstrated in Table 7 below.

Table 7: Project MGSP Parkland Requirements Analysis

Sobrato Townhomes Proposed	134
Sobrato Townhomes Population Estimate (2.49 persons/unit per Census)	334 persons
MGSP Parkland Requirement	3.5 acres/1,000 people or equivalent fees-in-lieu
Total Parkland Acreage or In-Lieu Fee Required	1.17 acres / \$3,255,667.43
Total Required Amount Satisfied Through Dedicating Public Parkland to the City or payment of Park-In Lieu Fees (Acreage/Dollars)	1.17 acres x 57.4% = 0.67 acres / \$1,855,730.44
Remaining Max. Parkland Acreage Allowed as Private Common Open Space	1.17 acres x 42.6% = 0.50 acres
Total Private Common Open Space Proposed in Project	0.23 acres
Project's Net Additional Requirement of Parkland Acreage	0.27 acres
Balance of Parkland Acreage or In-Lieu Fee Due	0.94 acres / \$2,615,664.30

Access, Circulation, and Parking

The Project has two points of access from the public right-of-way. The first is via a cul-de-sac to Valley Way on the eastern edge of the Project site, which would act as the main ingress/egress to the site. This frontage would contain three driveways on the cul-de-sac bulb and a public sidewalk, which would be rebuilt as part of the Project. The second point of access is via a short segment of Valley Way to the north of the Project site which would act solely as an emergency vehicle access (EVA) point, outfitted with a new driveway and removable bollards. Non-emergency vehicle access to the Project site, such as residents and guests, would be provided from Valley Way at the cu-de-sac and connect to internal private streets.

An internal private street and alley grid will provide access to 134 private residential garages to fit two cars in a tandem or side-by-side configuration with a total of 268 covered vehicle spaces. In addition, 60 guest parking spaces will be provided around the private streets and alleys as uncovered surface parking stalls. Additionally, each unit's private garage provides one long-term bicycle parking space, totaling 134 long-term spaces with 12 short-term bike stalls provided outdoors.

Traffic and Transportation

The City's 2022 Transportation Analysis (TA) Guidelines contains thresholds on assessing when projects may require a Vehicle Miles Traveled (VMT) study pursuant to CEQA and when a

separate requirement for a transportation operation analysis (TOA) are needed for projects to address transportation deficiencies and conform to the Santa Clara County Congestion Management Program. A Project-specific VMT study was not required as the Project did not meet the screening thresholds to require a separate report, and was analyzed within build out projections in the MGSP SEIR and as summarized in Section 3.17, Transportation, of the Project's CEQA exemption checklist (Attachment B).

A Project-specific TOA Report (Attachment G) was prepared and reviewed in consultation with the City's Transportation and Traffic Engineering staff demonstrating the Project's anticipated traffic generation can be accommodated by the existing street network. The City's Transportation and Fire staff have also reviewed the Project plans and are requiring conditions of approval to ensure adequate emergency vehicle access and have confirmed that the internal private streets and driveways will adequately serve the development.

Utilities

The Project site is located in an urban area and is currently served by existing utilities, including water, sanitary sewer, storm drainage, electricity, and telecommunications infrastructure. All public utilities will be provided to the Project site with the proposed improvements coordinated under the purview of the City's Engineering Division within the Public Works Department. The proposed Project improvements to infrastructure include new water, sewer, and stormwater mains and laterals. Additional details regarding the proposed infrastructure improvements are shown on the civil sheets of the Project plans.

Climate Action Plan

The City of Milpitas Climate Action Plan (CAP) was adopted in 2013 and updated in 2022, and included Greenhouse Gas (GHG) reduction goals, policies, and actions for new and existing development projects. The Project would follow these goals and policies by locating future residents near public transportation, jobs, restaurants, and services. In addition, the Project would incorporate green building measures in compliance with CAL Green standard building measures for residential buildings and Title 24 requirements to reduce energy usage as further assessed by the Office of Building Safety during the building permit review phase. The proposed Project's CAP Checklist is included as an appendix in Attachment C.

Development Fees

The Project was submitted under SB 330 with a preliminary application review period from January 7 to February 6, 2026, and will be subject to the FY 24-25 fee rates unless meeting an exempt fee as detailed in the state law³. The Project is subject to the following impact fees and has been conditionally approved to require:

Parkland Impact Fee

The requirements are detailed above in the Public Parkland Dedication or In-Lieu Payment Requirements section and in Table 7 per MMC Section XI-1-9. The Applicant will pay the estimated \$2,615,664.30 park in-lieu fee prior to issuance of the final certificate of occupancy.

³ The Citywide fee study update for FY 25-26 became effective on February 14, 2026 after the Project's SB 330 preliminary application period was complete. Therefore, the Project will be subject to the City's FY 24-25 fee schedule unless meeting an SB 330 exemption.

Public Art Fee

The Project will comply with the City's Public Art Requirements for Private Development, as set forth in MMC Section XI-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 of each building permit.

Affordable Housing Impact Fee

The Project will comply with the City's Affordable Housing Ordinance, as set forth in MMC Section XII-1-3.00 which requires a minimum of 15 percent of the total units to be dedicated as affordable units or 20.1 units for the Project. The Applicant will be designating 20 for-sale on-site affordable units for moderate-income households, The Applicant will be required to pay an in-lieu fee for the remaining 0.1 unit, which is calculated at building permit issuance.

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 will also have to contribute to the Calaveras Boulevard Widening Traffic Impact Fee pursuant to Resolution No. 7894.

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 Findings

To approve the Site Development Permit, the following findings must be made pursuant to ***(MMC Section XIII-D.4.020.F(1.a-d) for All Site Development Permits and MMC Section XIII-D.4.020.F(2.a-c) for Specific Projects)***

1a. The proposed project is consistent with the Zoning Ordinance.

The proposed Project is generally consistent with the Milpitas Zoning Ordinance per MMC XIII-B.14, Gateway-Main St. Specific Plan Area as demonstrated in Table 4 of the staff report. The proposed Project meets its applicable section of the Gateway Mixed-Use (GW-MU) zoning district purpose statement as described in MMC XIII-B.14.010(D) as "...transitioning to a neighborhood-oriented residential focus to the north..." as it will be located in the northwest corner of the Gateway District MGSP boundary, and will be accessible off of Valley Way from S. Abbott Avenue and Calaveras Boulevard.

The Project also conforms to MMC Section XIII-C.12 (Density Bonus for Affordable Housing Developments). Where exceptions to the GW-MU standards are needed including to the MGSP ODS, Citywide ODS, and Zoning Ordinance, the Applicant has requested 11 waivers and one (1) concession under the State Density Bonus Law (Gov. Code §§ 65915 *et seq.*). The requested waivers and concession exception will support the development of affordable housing on a site where it would not otherwise be possible through a strict application of the specified standard and the financial feasibility of constructing the Project.

Furthermore, the Project site was identified as a Rezone Site in the City's 2023-2031 Housing Element cycle and thus was envisioned for housing.

Furthermore, the proposed Project complies with MMC XIII-C.2.030(A) Affordable Housing, as the Applicant will comply with the City's affordable housing requirements pursuant to MMC XII-1 (Affordable Housing Ordinance) by dedicating 20 out of the 134 proposed townhome condominium units for moderate-income families, meeting the minimum 15% requirement pursuant to the City's AHO. The Office of Housing reviewed the proposed Project and has conditionally approved the Project, and will coordinate further with the Applicant during the building permit phase, including the executing the affordable housing agreement, collection of the partial fractional affordable in-lieu fee, and reaffirming the distribution of affordable units on the site.

1b. The proposed use and project are consistent with the goals and policies of the General Plan:

The proposed Project's use as a multi-family residential development within the Milpitas Gateway-Main Street Specific Plan (MGSP) is consistent with the goals and policies of the City's General Plan 2040. The General Plan 2040 description of MGSP notes that "a variety of uses are allowed in this designation, including entertainment, retail, commercial, residential, civic, cultural, office, and high-density mixed use residential in a compact, walkable, and unique centralized setting." The residential Project fits this description and new residents in the immediate area will be able to walk or use other multimodal modes to access nearby adjacent commercial, retail, entertainment, and other related uses as there are several multi-tenant commercial plazas in the vicinity.

In addition, as shown in Table 2 of the staff report, the Project complies with General Plan policies LU 1-4, LU 2-1, LU 5-1, and LU 5-3. The Project will provide 134 new condominium townhome units, 20 of which will be affordable units at moderate-income and 14 of which will be ADA accessible, thereby contributing to the existing housing mix in the surrounding area. The Project is also consistent with the MGSP goals and policies, is compatible in scale and design with the existing neighborhood, will be well-integrated with adjacent developments, and will improve vehicular and pedestrian connectivity in the surrounding area.

1c. The project will not be detrimental to public health, safety, and general welfare:

As part of the City's standard development review process, projects such as this scale for a new multi-family residential development are routed to several City Departments including but not limited to the Planning Department, Police Department, Office of Building, Fire Prevention, and the Engineering Division within the Department of Public Works. Each Department reviews the proposed Project for conformance to applicable adopted codes, regulations, and other requirements under their respective purview to try and identify any major public health, safety, and general welfare concerns. The Applicant must address and revise the proposed Project's plans and/or other materials as part of the application until such issue is corrected to no longer be detrimental to public health, safety,

and general welfare. Furthermore, the Project-specific CEQA Environmental Checklist did not identify any detrimental public health, safety, or general welfare concerns.

1d. The proposed project is in compliance with the provisions of California Environmental Quality Act (CEQA):

As a Lead Agency, the City has determined the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15182 and created Environmental Assessment No. EA24-0003 to verify consistency with CEQA. CEQA Guidelines Section 15182 states that projects in conformity with a specific plan that has a certified Environmental Impact Report (EIR) are exempt from CEQA, provided the project results in none of the conditions described in CEQA Guidelines Section 15162. The City prepared an Environmental Checklist for the Project to evaluate its consistency with the Gateway-Main Street Specific Plan Subsequent Environmental Impact Report (State Clearinghouse No. 2024070432), which demonstrates the Project would result in none of the conditions in CEQA Guidelines Section 15162. The Project-specific Environmental Checklist and the supporting technical reports are included as Attachments B and C to the staff report.

2a. The proposed use and Project are consistent with the goals and policies of any Specific Plan, if applicable:

The MGSP also was initiated in 2021 and anticipated that the Project site would be analyzed as part of the future Gateway District of the MGSP. The Project site was annexed into the MGSP boundaries with a rezone and general plan amendment to allow for residential uses in late October 2025 as the former General Commercial zoning and land use designation does not allow for any residential development. The proposed Project meets the GW-MU density requirements at 19 dwelling units/acre where the range requires 18-65 dwelling units/acre. The Project would reaffirm the Gateway-Main Street Specific Plan Guiding Principle and the Gateway District Vision per MGSP Section 2.5. The Project will also improve the mobility network as desired by the MGSP and complete the vision in MGSP Figure 3-6 by connecting a new greenway, perimeter alleyways, and proper setbacks from the freeway side and meets the daylight plane and height requirements in consideration of the existing single-family residences to the north. With approval of the Applicant's SDBL requests for 10 waivers and one concession, the Project will be consistent with the MGSP.

2b. The proposed siting, form, architectural style, materials, and other elements of multi-family residential and mixed-use developments are consistent with City Objective Design Standards:

As the Applicant invoked SB 330 and the SDBL, the Applicant team was still required to provide documentation to the City on the proposed Project's compliance with not only the MGSP ODS but the Citywide ODS in separate checklists, and also must identify a consolidated list of SDBL requests for waivers and concessions for streamlining considerations. The Applicant provided all the aforementioned requested documents and for the Citywide ODS, was required to explain how any such proposed design elements in the Project were meeting the intent of such objective standard. The proposed Project generally meets the intent of several adopted objective design standards including having

building entries front publicly accessible pathways, include varying rooflines and façade articulation details, 2-inch recessed windows and Juliet awnings along the building's frontages, a consistent contemporary Spanish style theme throughout the site, use of native, drought tolerant plant species as recommended in the MGSP and ODS, meets the daylight plane and complies with transitions to single-family residential neighborhoods per MGSP Sec. 4.1.3.A and meets the minimum setback distance requirements of being adjacent to a freeway per MGSP Sec. 4.1.3.B. Additionally, the Project will meet the utility and rooftop / at grade screening requirements, proposes to use operable vinyl windows for bird safety and glazing, and utilize high quality materials such as steel garage doors in a wood like finish and accent tiles and trims. With approval of the Applicant's SDBL requests for 10 waivers and one concession, the Project will be consistent with the Citywide and MGSP ODS.

2c. The proposed siting, form, and architectural style of single-family residential, commercial, and industrial developments are appropriate for the project site and surroundings and create a visually cohesive design, and are consistent with all applicable design standards in this Title:

The above finding is not applicable to the Project, which is a multi-family development and was similarly described in the Site Development Permit Finding 2b.

Vesting Tentative Map

To approve the Major Vesting Tentative Subdivision Map, the following findings must be made pursuant to MMC Section XI-1-20.01:

1. The tentative subdivision map is consistent with the General Plan.

The General Plan designation for the Project site references the Milpitas Gateway-Main Street Specific Plan (MGSP). The MGSP sets for the types, locations, and intensities of land uses to be accommodated within the MGSP area, with its purpose to create an economically-viable main street type development that serves as a cultural hub of the City, and supports a variety of uses including entertainment, retail, commercial, residential, civic, cultural, office, and high-density mixed use residential in a compact, walkable, and unique centralized setting. The General Plan defers to the MGSP document for all development standards including density ranges. The MGSP identified the Project site to be in the Gateway District and is zoned Gateway-Mixed Use (GW-MU). The intent of this designation is to provide a compatible mix of land uses with residential density proposals at a range of 18-65 dwelling units/acre. As this Project proposes 19 dwelling units/acre, it is consistent with both the intended land use of the General Plan and the MGSP and the relevant density requirement. In addition, the City's 2023-2031 Housing Element identified the Project site as a Rezone Site. As such, the Project site has been incorporated into projections for affordable housing opportunities. The tentative subdivision map is necessary for the proposed multi-family residential Project, and would allow three lots to combine into one lot to establish the condominium areas, common areas, and easements to facilitate a new compact, walkable development with several on- and off-site public improvements that have been conditionally approved under the purview of the City's Public Works Land Development Division to improve the City's infrastructure and mobility network with modern standards on the Project site which has not been improved since the 1970s.

Furthermore, as shown in Tables 2 and 3 in the staff report, the Project complies with General Plan policies LU 1-4, LU 2-1, LU 5-1, LU 5-3, and the MGSP's Guiding Principle and MGSP Section 2.5: Gateway District Vision. Therefore, the vesting tentative map is consistent with the goals and policies of the General Plan.

2. *None of the conditions identified in California Government Code Section 66474 exist, to wit:*

A. *The proposed map is not consistent with applicable general and specific plans as specified in Government Code Section 65451.*

As outlined above, the Project site includes the development of 134 residential condominium units and one clubhouse amenity building at a density of 19 dwelling units per acre (du/acre) and within the MGSP. The General Plan, MGSP designations, and the GW-MU zoning district permits residential development at intensities of 18 to 65 du/acre. Therefore, the proposed Project's density is consistent with the required density range as designated in the MGSP. The City's Public Works Land Development Division reviewed the proposed map with the Planning Department and worked with the Applicant's civil engineer team from Kier+Wright on necessary revisions to the proposed map before issuing a conditional approval letter to allow the Project to proceed with public hearings for the tentative map. Therefore, the proposed map is consistent with the General Plan and MGSP.

B. *The design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.*

The design and improvements of the Vesting Tentative Map are consistent with the General Plan and MGSP in that it would allow for multifamily residential development with associated public improvements, which are consistent with the applicable General Plan and MGSP goals and policies as described in Tentative Map Finding 1 and identified in Tables 2 and 3 of the staff report, except for minor exceptions to design standards the Applicant has requested and is allowed pursuant to State Density Bonus Law. The Project site is located within the Gateway District of the MGSP, which includes a vision for higher-intensity development, oriented along Calaveras Boulevard, to attract and support the needs of travelers along the corridor, while offering a neighborhood-scale residential and mixed-use north Calaveras Boulevard with complete streets improvements planned along this right-of-way. The Vesting Tentative Map would allow for development that is compatible with a new residential community north of Calaveras Boulevard and would complete the MGSP's vision for the Gateway District including MGSP Figure 3-6, Gateway District Regulating Plan, and will include a new internal circulation network with a new greenway connection, improvements to the onsite and off-site sidewalks to support complete streets in the MGSP, and will be required to pay associated fees for the Calaveras Boulevard Widening Traffic Impact Fee as contributions for the future right-of-way improvements.

C. *The site is not physically suitable for the type of development.*

The Project site is surrounded by properties designated for mixed-use development under the City's General Plan and zoned for this type of development under the MGSP and GW-MU zoning district. The proposed Project will be an infill development that has already been developed since the 1970s with a mix of five industrial/office buildings, surface parking lots, and associated infrastructure with all tenants vacated before the end of 2025, and would demolish all existing structures and add 134 condominium units and a clubhouse amenity building. In addition, the site is suitable for the proposed townhome development based on the location and physical attributes of the site and is surrounded by other types of development including retail and commercial plazas. The site is located in an urban context suitable for multifamily development and is generally flat and approximately 7.22 acres in size, which is sufficient to accommodate the development. The Vesting Tentative Map includes the necessary infrastructure improvements to adequately serve the site from a transportation and utilities perspective.

D. That the site is not physically suitable for the proposed density of development.

The Project site is suitable for the proposed medium density townhome development based on the location and physical attributes of the site. The site is located in an urban context suitable for medium density multifamily infill development and is approximately 7.22 acres in size, which is sufficient to accommodate the proposed density of development. The Vesting Tentative Map includes the necessary infrastructure improvements including utilities built up to modern code standards to adequately serve a multifamily residential development at the proposed density.

E. The design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

The Project, including the subdivision and its associated improvements, is located in within a heavily urbanized area and was previously developed with five multi-tenant office buildings, surface parking lots, and infrastructure and is surrounded by a mixture of other commercial and residential development. A Project-specific CEQA environmental checklist was also prepared, which confirmed that the proposed Project will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

F. The design of the subdivision or type of improvements is likely to cause serious public health problems.

The Project, including the proposed subdivision and its associated improvements, has been designed in a manner that will not cause serious public health problems. The Project has been reviewed by Building, Planning, Housing, Fire, Engineering, Traffic, Utilities, and Solid Waste Departments to review for such design issues and the Applicant must address all Department comments sufficiently prior to allowing the Project to be considered for public hearings to consider approval of the subdivision and improvements. The Vesting Tentative Map includes various public improvements in the public rights-of-way related to transportation and utilities to ensure the Project will be adequately serviced and thereby preserve public health and wellness, including a new dedicated 10-foot Public Utility Easement along the Project's frontage along

Valley Way as required per MMC X-I-8.06, Granting of Easements. Additional public improvements include utility services such as water, wastewater, storm drain, gas, electrical, and telecommunications. The Project site will also have include modern stormwater improvements pursuant to requirements of the Santa Clara Valley Urban Runoff Pollution Prevention Program and as codified per MMC XI-16-1, Stormwater and Urban Runoff Pollution Control. Pavement restoration including a minimum 2-inch grind and overlay will be provided along the Valley Way frontage up to the Abbott Avenue intersection and new sidewalks along the Valley Way cul-de-sac and infilling missing segments of the sidewalk built to the City's Engineering Standard Details with matching curbs and gutters to aid in the MGSP's vision for complete streets. Other required public improvements are detailed in the Engineering Department's "Specific Improvements" section of the conditions of approval and include new street tree wells, installation of radio-transmitting water meters with built-in antennas, and a lighting analysis on the existing streetlight conditions along Valley Way and on S. Abbott Avenue between Valley Way and W. Calaveras Boulevard to determine if any upgrades or new lighting improvements are necessary during the building permit review phase.

- G. The design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.*

Upon the City's Engineering Department review of the subdivision map, it has been determined that the design of the subdivision or the type of improvements will not conflict with any easements acquired by the public at large, for access through or use of, property within the proposed subdivision. The Project will comply with MMC X-I-8.06, Granting of Easements, and include a new dedicated 10-ft. Public Utility Easement (PUE) from the Valley Way cul-de-sac. The property contains an existing 8-inch Public Water Main and associated 15-ft. Waterline Easement running through the middle of the site between the two connections to Valley Way. The water main will be abandoned and capped in place, and the associated easement will be vacated. The Project will provide a new 10-inch water line that runs through proposed Alley 1 in a looped system that will reroute and connect the existing water line along Valley Way. The proposed public water lines will be installed within the new private streets/PUE. The existing PG&E overhead powerline easement will remain along the westerly boundary line and will not require the Applicant to underground the existing overhead transmission lines. The private streets will be covered by proposed typical 26' wide emergency vehicle access easements and typical 34' wide public service & utility easements. Additional private easement needs may be identified in further stages of design and will be recorded through separate instruments. All existing easements on-site are to be quitclaimed or vacated, unless noted otherwise. Covenants, Conditions & Restrictions (CC&R's) will be prepared to facilitate and manage the operations, maintenance and related functions of the common areas. Therefore, the proposed subdivision and relevant improvements will not conflict with easements or access to the property.

Density Bonus Permit

To qualify for a Density Bonus Permit, the following standards must be met pursuant to California Government Code Section 65915:

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

The proposed Project includes 134 townhome condominiums on a 7.22-acre lot, equaling a residential density of approximately 19 dwelling units per acre (du/ac), which meets the minimum density of 18 du/acre in the GW-MU zoning district with a maximum density of 65 du/acre in this zoning district. Therefore, the Project is within the density range as specified in the General Plan and MGSP, and will not exceed the maximum allowable base density including any other permitted increases to density.

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

The Applicant has allocated a total of 20 units as affordable units reserved for moderate-income households. In order to meet the City's Affordable Housing Ordinance (AHO) requirements, the affordable units will be distributed across the Project site. The three (3) unit types and distribution of the 20 affordable units are listed below. All units will be three-stories in height and include private balconies and a 2-car garage. The affordable unit locations have been identified and approved by the Office of Housing as meeting the intent of the AHO, and will reaffirm compliance with the distribution and placement of each unit during the building permit phase. and must be developed with the same specifications and appliances as the standard, market-rate units. Additionally, pursuant to XII-1-3.00 and as detailed in the Affordable Housing Ordinance section of the staff report, the Applicant will be conditioned to complete an in-lieu Housing Affordable fee for the fractional 0.1 unit resulting from the City's AHO 15 percent calculation.

- Eight (8) Affordable Units: Unit Type 1 (3 bedroom/1,326-square feet habitable space)
- Eight (8) Affordable Units: Unit Type 2 (3 bedroom/1,710-square feet habitable space)
- Four (4) Affordable Units: Unit Type 3 (4 bedroom/2,013-square feet habitable space)

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

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

4. *Retaining Affordability. A developer shall agree to, and the City shall insure continued affordability of, all lower- or very low-income density bonus units for thirty (30) years or a longer period of time, if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program.*

This standard is not applicable to the Project, as the Project is allocating 20 of the 134 townhome condominium units for sale at the moderate-income affordability levels. However, if the Applicant or a different Permittee may want to change the affordable levels to low- or very low-income, this standard shall apply: prior to final building inspection and occupancy for the Project containing affordable units, the Applicant shall execute and record at the Santa Clara County Recorder's Office the City's Agreement Imposing Restrictions on Real Property, which Agreement shall explain the affordability requirements, including continued affordability for moderate-income households. The agreement shall be approved by the Milpitas City Attorney prior to recordation.

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

This standard is not applicable to the proposed Project, as the Project is creating 134 townhome condominiums for sale with 20 units allocated to moderate-income BMR households, rather than for rent. Affordability provisions will be assessed on the sale of the individual townhome condominium unit.

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

The Applicant has identified and requested 10 waivers and one concession pursuant to State Density Bonus Law.

ENVIRONMENTAL REVIEW

The City conducted an environmental assessment for the proposed Project (P-EA24-0003) in accordance with the California Environmental Quality Act ("CEQA"), as amended. The City certified a Subsequent Environmental Impact Report (SEIR) for the MGSP on October 28, 2025 (State Clearinghouse No. 2024070432). The SEIR provides an assessment of the reasonably foreseeable and potentially significant adverse environmental effects of the MGSP that may occur beyond what was evaluated in the City of Milpitas 2040 General Plan EIR. The SEIR for the MGSP was prepared at the program "first-tier" level of environmental review consistent with the requirements of the California Environmental Quality Act (CEQA) (CEQA Guidelines Sections 15152 and 15168) for the overall MGSP area.

According to Section 15182 of the CEQA Guidelines, certain residential, commercial and mixed-use projects that are consistent with a specific plan adopted pursuant to Title 7, Division 1, Chapter 3, Article 8 of the Government Code are exempt from CEQA. Section 15182(c) of the CEQA Guidelines states that a residential project undertaken pursuant to and in conformity to a specific plan that included certification of an EIR are exempt from CEQA unless one of the conditions described in CEQA Guidelines Section 15162 occur as a result of the project.

The 600 Valley Way Environmental Checklist is included as Exhibit 2 of the Resolution (Attachment B) and Exhibit 3 of the Resolution (Attachment C). They include the supporting technical reports as substantial evidence for the CEQA exemption. The Project-specific checklist was prepared to provide supporting information that none of the events outlined in CEQA Guidelines Section 15162 have occurred, that the Project is consistent with Section 15182 and the MGSP SEIR. As the prepared document is considered a CEQA exemption, no public circulation of the exemption and no public comment period is required. As the Project site is within the MGSP area and as listed in the exemption document, the Project will still have relevant Conditions of Approval included as part of the Resolution (Attachment A). Therefore, the Project is exempt from the provisions of CEQA, and 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. At the time of publishing this report, one public comment has been received. A notice was published in the Milpitas Post on May 15, 2026. 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.

The Applicant also hosted a virtual neighborhood meeting via Zoom on November 10, 2025, to provide detailed information about the Project and respond to questions from members of the community. No attendees came to the virtual neighborhood meeting; however, the Applicant has remained available for public comments and questions. A summary of the neighborhood meeting is included in Attachment H.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Open the Public Hearing to receive comments;
2. Close the Public Hearing;
3. Consider the exemptions in accordance with CEQA; and
4. Adopt Resolution No. 26-009, recommending that the City Council approve Site Development Permit No. SD24-0005, Vesting Tentative Map MT24-0002, Density Bonus Permit No. DB24-0001, and Environmental Assessment No. EA24-0003, subject to the Conditions of Approval.

ATTACHMENTS

- A: Resolution No. 26-009, including Exhibit 1 to the Resolution: Conditions of Approval
- B: Exhibit 2 to the Resolution: CEQA Exemption Environmental Checklist
- C: Exhibit 3 to the Resolution: CEQA Exemption Supporting Technical Studies
- D: Senate Bill 1214 (SB 1214) Project Plans
- E: State Density Bonus Law Request Letter
- F: MGSP and City ODS Compliance Matrix
- G: Transportation Operation Analysis Report
- H: Project Summary

RESOLUTION NO. 26-009

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MILPITAS APPROVING AND RECOMMENDING THE CITY COUNCIL APPROVE SITE DEVELOPMENT PERMIT NO. SD24-0005, VESTING TENTATIVE MAP NO. TM24-0002, DENSITY BONUS PERMIT NO. DB24-0001, AND ENVIRONMENTAL ASSESSMENT NO. EA24-0003 FOR THE SOBRATO TOWNHOME PROJECT WITH 134 CONDOMINIUM UNITS AND A ONE-STORY CLUBHOUSE AMENITY BUILDING, WITH 268 PRIVATE GARAGE VEHICLE PARKING STALLS, 60 UNCOVERED SURFACE LEVEL GUEST PARKING STALLS, LANDSCAPING, AND ASSOCIATED SITE IMPROVEMENTS ON A 7.22-ACRE SITE LOCATED WITHIN THE GATEWAY-MIXED USE (GW-MU) ZONING DISTRICT IN THE MILPITAS GATEWAY-MAIN STREET SPECIFIC PLAN (MGSP) AREA AT 600 VALLEY WAY (APNs 222-80-022, -024, -025), AND MAKING FINDINGS OF CEQA EXEMPTION

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

WHEREAS, California Government Code Section 65300 et seq. requires each city to prepare and adopt, and amend as necessary, a comprehensive, long-term general plan for the physical development of the county or city; and

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

WHEREAS, California Government Code Sections 65450-65457 authorize cities to prepare specific plans to systematically implement the General Plan, specify the required contents of specific plans, allow specific plans to be adopted by resolution or ordinance and amended as often as deemed necessary by the legislative body, and requires specific plans to be consistent with the General Plan; and

WHEREAS, on October 28, 2025, the Milpitas City Council adopted Resolution No. 9452 to approve Specific Plan Amendment No. SP20-0002 to adopt the Milpitas Gateway-Main Street Specific Plan (MGSP) (formerly known as the Midtown Specific Plan), approved a Zoning Map and Text Amendment No. ZA25-0002 and introduced Ordinance No. 38.859 to amend the Zoning Ordinance and Zoning Map to establish new Specific Plan boundaries, zoning districts, and zoning regulations, adopted Resolution No. 9453 to adopt General Plan Amendment GP25-0002 to amend the Land Use Element Map; and certified the Subsequent Environmental Impact Report (EIR) to the Milpitas 2040 General Plan EIR for the Milpitas Gateway-Main Street Specific Plan (State Clearinghouse “SCH” No. 2024070432) in accordance with the California Environmental Quality Act (“CEQA”); and

WHEREAS, on November 18, 2025, the Milpitas City Council adopted Ordinance No 38.859 amending the Milpitas Municipal Code (MMC) Title XIII, Part B, Chapters B.22 and B.214 to establish the Gateway-Main Street Specific Plan Zoning Districts and Regulations, and amending the zoning map of the City to establish the updated specific plan boundaries; and

WHEREAS, on January 7, 2026, The Sobrato Organization (the “Applicant”) submitted a complete pre-application and paid the required pre-application fee for a multi-family residential development that includes 134

condominium townhome units with a one-story clubhouse building at 600 Valley Way, pursuant to California Senate Bill SB 330 (SB 330) to the City; and

WHEREAS, on March 20, 2026, the Applicant submittal a formal application pursuant to SB 330 to the City for the entitlements necessary to allow the development of a multi-family residential project contemplated within the aforementioned pre-application. The Project is a 134-unit townhome condominium subdivision with one clubhouse amenity building, comprised of 24 multi-family buildings up to 38-feet in height (three stories) (up to a maximum height of 45-feet to the top of the highest architectural element) with a one-story, 2,182-square foot clubhouse, 268 vehicle parking spaces, 60 outdoor surface level guest parking stalls, landscaping, and associated site improvements on a 7.22-acre site located at 600 Valley Way (APNs 222-80-022, -024, -025) in the Milpitas Gateway-Main Street Specific Plan (MGSP) area (the “Project”). The Project requires approval of the following entitlements:

1. Site Development Permit No. SD24-0005: To allow the development of 24 multi-family buildings, up to three stories in height, with up to 134 residential units and a one-story clubhouse amenity building with landscaping and associated site improvements on the 7.22-acre site; and
2. Vesting Tentative Map No. MT24-0002: To combine three lots into one lot, establish 134 residential condominium spaces, related common areas, and associated easements; and
3. Density Bonus Permit No. DB24-0001: To ensure the Project is compliant with State Density Bonus law and regulations.

WHEREAS, the Applicant separately applied for Tree Removal Permit No. TR24-0018 issued by the Public Works Department to remove 115 ordinance-sized trees and replace with 341 new trees on the same site, with replacement trees to be commensurate with the size of the tree being removed as determined by the Planning Director or his or her designee per MMC X-2-4.02; and

WHEREAS, the Planning Department completed Environmental Assessment No. EA24-0003 for the Project in accordance with the CEQA, and recommends that the Planning Commission determine this Project is exempt from further environmental review pursuant to CEQA Guidelines Section 15182 (Projects Pursuant to a Specific Plan), provided that the Project results in none of the conditions described in CEQA Guidelines Section 15162 (Subsequent EIRs and Negative Declarations), as evaluated within a Project-specific CEQA Environmental Checklist prepared for the 600 Valley Way Residential Development Project (the “Environmental Checklist,”), a true and correct copy of which is attached hereto and incorporated herein, as **Exhibit 2 to the Resolution. Exhibit 3 to the Resolution** includes the Project-specific CEQA Environmental Checklist and supporting technical studies), which demonstrates the Project would result in none of the conditions in CEQA Guidelines Section 15162; and

WHEREAS, the Planning Department recommends the Planning Commission find that this Project is consistent with the goals, policies, and regulations of the California Density Bonus Law (Government Code sections 65915 *et seq.*), Milpitas 2040 General Plan, MGSP, and Milpitas Zoning Ordinance, including specifically as provided in MMC Section XIII-C.12 (Density Bonus for Affordable Housing Developments), which permits waivers and concessions to development standards, as analyzed and documented in the staff report; and

WHEREAS, the Planning Commission is an advisory body to the City Council pursuant to MMC Section XIII-D.2.040(B)(3) 10-64.03 (Multiple Applications), where, as here, due to the application for a Tentative Map pursuant to MMC Section XI-1-4.03 and a density bonus pursuant to MMC Section XIII-C.12, the City Council is the highest review authority for the Project and, accordingly, all review by other bodies with approval authority over the application shall be in the form of a recommendation to the City Council; and

WHEREAS, on May 27, 2026, the Planning Commission held a duly-noticed public hearing, during which meeting the Planning Commission considered the CEQA exemption findings as well as Site Development Permit No. SD24-0005, Vesting Tentative Map No. MT24-0002, Density Bonus Permit No. DB24-0001, and Environmental Assessment No. EA24-0003 for the 600 Valley Way Project, heard a presentation from staff, and had the opportunity to hear from members of the public and closed the public hearing on the item; and

WHEREAS, the Planning Commission hereby adopts the conformity analysis in the Project-specific CEQA Environmental Checklist prepared for the 600 Valley Way Residential Development Project attached as **Exhibit 2 to the Resolution** and further finds and determines that its actions are consistent with CEQA and recommends the City Council similarly find and determine that the Project is exempt from further CEQA review pursuant to CEQA Guidelines Section 15182 (Projects Pursuant to a Specific Plan) and CEQA Guidelines Section 15162 (Subsequent EIRs and Negative Declarations); and

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

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

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

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

SECTION 1. Recitals.

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

SECTION 2. California Environmental Quality Act (CEQA)

The City conducted an environmental assessment (in the form of a Project-specific named as the 600 Valley Way Residential Development Project Environmental Checklist, dated March 2026) for the proposed Project in accordance with the California Environmental Quality Act (CEQA) and determined that the proposed Project is categorically exempt from CEQA in accordance with CEQA Guidelines Section 15182 (Projects Pursuant to a Specific Plan). The City certified a Subsequent Environmental Impact Report (SEIR) for the MGSP

on October 28, 2025 (State Clearinghouse No. 2024070432). The SEIR provides an assessment of the reasonably foreseeable and potentially significant adverse environmental effects of the MGSP that may occur beyond what was evaluated in the City of Milpitas 2040 General Plan EIR. The SEIR for the MGSP was prepared at the program “first-tier” level of environmental review consistent with the requirements of the California Environmental Quality Act (CEQA) (CEQA Guidelines Sections 15152 (Tiering) and 15168 (Program EIR)) for the overall MGSP area.

According to Section 15182 of the CEQA Guidelines, certain residential, commercial and mixed-use projects that are consistent with a specific plan adopted pursuant to Title 7, Division 1, Chapter 3, Article 8 of the Government Code are exempt from CEQA. Section 15182(c) of the CEQA Guidelines states that a residential project undertaken pursuant to and in conformity to a specific plan that included certification of an EIR are exempt from CEQA unless one of the conditions described in CEQA Guidelines Section 15162 occur as a result of the project. The Project-specific Environmental Checklist, attached hereto as Exhibit 2 and its supporting technical studies attached hereto as Exhibit 3, provides supporting information that none of the events outlined in CEQA Guidelines Section 15162 have occurred, that the Project is consistent with Section 15182 and the MGSP SEIR, and is therefore exempt from further environmental analysis under the provisions of CEQA.

SECTION 3. Site Development Permit Findings (*MMC Section XIII-D.4.020.F(1.a-d) for All Site Development Permits and MMC Section XIII-D.4.020.F(2.a-c) for Specific Projects*):

The Planning Commission makes the following findings based on the evidence in the administrative record in support of Site Development Permit No. SD24-0005:

1a. The proposed project is consistent with the Zoning Ordinance.

The proposed Project is generally consistent with the Milpitas Zoning Ordinance per MMC XIII-B.14, Gateway-Main St. Specific Plan Area as demonstrated in Table 4 of the staff report. The proposed Project meets its applicable section of the Gateway Mixed-Use (GW-MU) zoning district purpose statement as described in MMC XIII-B.14.010(D) as “... transitioning to a neighborhood-oriented residential focus to the north...” as it will be located in the northwest corner of the Gateway District MGSP boundary, and will be accessible off of Valley Way from S. Abbott Avenue and Calaveras Boulevard.

The Project also conforms to MMC Section XIII-C.12 (Density Bonus for Affordable Housing Developments). Where exceptions to the GW-MU standards are needed including to the MGSP ODS, Citywide ODS, and Zoning Ordinance, the Applicant has requested 11 waivers and one (1) concession under the State Density Bonus Law (Gov. Code §§ 65915 *et seq.*). The requested waivers and concession exception will support the development of affordable housing on a site where it would not otherwise be possible through a strict application of the specified standard and the financial feasibility of constructing the Project. Furthermore, the Project site was identified as a Rezone Site in the City’s 2023-2031 Housing Element cycle and thus was envisioned for housing.

Furthermore, the proposed Project complies with MMC XIII-C.2.030(A) Affordable Housing, as the Applicant will comply with the City’s affordable housing requirements pursuant to MMC XII-1 (Affordable Housing Ordinance) by dedicating 20 out of the 134 proposed townhome condominium units for moderate-income families, meeting the minimum 15% requirement pursuant to the City’s AHO. The Office of Housing reviewed the proposed Project and has conditionally approved the Project, and will coordinate further with the Applicant during the building permit phase, including the executing the

affordable housing agreement, collection of the partial fractional affordable in-lieu fee, and reaffirming the distribution of affordable units on the site.

1b. The proposed use and project are consistent with the goals and policies of the General Plan:

The proposed Project's use as a multi-family residential development within the Milpitas Gateway-Main Street Specific Plan (MGSP) is consistent with the goals and policies of the City's General Plan 2040. The General Plan 2040 description of MGSP notes that "a variety of uses are allowed in this designation, including entertainment, retail, commercial, residential, civic, cultural, office, and high-density mixed use residential in a compact, walkable, and unique centralized setting." The residential Project fits this description and new residents in the immediate area will be able to walk or use other multimodal modes to access nearby adjacent commercial, retail, entertainment, and other related uses as there are several multi-tenant commercial plazas in the vicinity.

In addition, as shown in Table 2 of the staff report, the Project complies with General Plan policies LU 1-4, LU 2-1, LU 5-1, and LU 5-3. The Project will provide 134 new condominium townhome units, 20 of which will be affordable units at moderate-income and 14 of which will be ADA accessible, thereby contributing to the existing housing mix in the surrounding area. The Project is also consistent with the MGSP goals and policies, is compatible in scale and design with the existing neighborhood, will be well-integrated with adjacent developments, and will improve vehicular and pedestrian connectivity in the surrounding area.

1c. The project will not be detrimental to public health, safety, and general welfare:

As part of the City's standard development review process, projects such as this scale for a new multi-family residential development are routed to several City Departments including but not limited to the Planning Department, Police Department, Office of Building, Fire Prevention, and the Engineering Division within the Department of Public Works. Each Department reviews the proposed Project for conformance to applicable adopted codes, regulations, and other requirements under their respective purview to try and identify any major public health, safety, and general welfare concerns. The Applicant must address and revise the proposed Project's plans and/or other materials as part of the application until such issue is corrected to no longer be detrimental to public health, safety, and general welfare. Furthermore, the Project-specific CEQA Environmental Checklist did not identify any detrimental public health, safety, or general welfare concerns.

1d. The proposed project is in compliance with the provisions of California Environmental Quality Act (CEQA):

As a Lead Agency, the City has determined the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15182 and created Environmental Assessment No. EA24-0003 to verify consistency with CEQA. CEQA Guidelines Section 15182 states that projects in conformity with a specific plan that has a certified Environmental Impact Report (EIR) are exempt from CEQA, provided the project results in none of the conditions described in CEQA Guidelines Section 15162. The City prepared an Environmental Checklist for the Project to evaluate its consistency with the Gateway-Main Street Specific Plan Subsequent Environmental Impact Report (State Clearinghouse No. 2024070432), which demonstrates the Project would result in none of the conditions in CEQA Guidelines

Section 15162. The Project-specific Environmental Checklist and the supporting technical reports are included as Attachments B and C to the staff report.

2a. The proposed use and project are consistent with the goals and policies of any Specific Plan, if applicable:

The MGSP also was initiated in 2021 and anticipated that the Project site would be analyzed as part of the future Gateway District of the MGSP. The Project site was annexed into the MGSP boundaries with a rezone and general plan amendment to allow for residential uses in late October 2025 as the former General Commercial zoning and land use designation does not allow for any residential development. The proposed Project meets the GW-MU density requirements at 19 dwelling units/acre where the range requires 18-65 dwelling units/acre. The Project would reaffirm the Gateway-Main Street Specific Plan Guiding Principle and the Gateway District Vision per MGSP Section 2.5. The Project will also improve the mobility network as desired by the MGSP and complete the vision in MGSP Figure 3-6 by connecting a new greenway, perimeter alleyways, and proper setbacks from the freeway side and meets the daylight plane and height requirements in consideration of the existing single-family residences to the north. With approval of the Applicant's SDBL requests for 10 waivers and one concession, the Project will be consistent with the MGSP.

2b. The proposed siting, form, architectural style, materials, and other elements of multi-family residential and mixed-use developments are consistent with City Objective Design Standards:

As the Applicant invoked SB 330 and the SDBL, the Applicant team was still required to provide documentation to the City on the proposed Project's compliance with not only the MGSP ODS but the Citywide ODS in separate checklists, and also must identify a consolidated list of SDBL requests for waivers and concessions for streamlining considerations. The Applicant provided all the aforementioned requested documents and for the Citywide ODS, was required to explain how any such proposed design elements in the Project were meeting the intent of such objective standard. The proposed Project generally meets the intent of several adopted objective design standards including having building entries front publicly accessible pathways, include varying rooflines and façade articulation details, 2-inch recessed windows and Juliet awnings along the building's frontages, a consistent contemporary Spanish style theme throughout the site, use of native, drought tolerant plant species as recommended in the MGSP and ODS, meets the daylight plane and complies with transitions to single-family residential neighborhoods per MGSP Sec. 4.1.3.A and meets the minimum setback distance requirements of being adjacent to a freeway per MGSP Sec. 4.1.3.B. Additionally, the Project will meet the utility and rooftop / at grade screening requirements, proposes to use operable vinyl windows for bird safety and glazing, and utilize high quality materials such as steel garage doors in a wood like finish and accent tiles and trims. With approval of the Applicant's SDBL requests for 10 waivers and one concession, the Project will be consistent with the Citywide and MGSP ODS.

2c. The proposed siting, form, and architectural style of single-family residential, commercial, and industrial developments are appropriate for the project site and surroundings and create a visually cohesive design, and are consistent with all applicable design standards in this Title:

The above finding is not applicable to the Project, which is a multi-family development and was similarly described in the Site Development Permit Finding 2b.

SECTION 4. Vesting Tentative Map Findings (MMC Section XI-1-20.01)

The Planning Commission makes the following findings based on the evidence in the public record in support of Vesting Tentative Map No. MT24-0002:

1. The tentative subdivision map is consistent with the General Plan.

The General Plan designation for the Project site references the Milpitas Gateway-Main Street Specific Plan (MGSP). The MGSP sets for the types, locations, and intensities of land uses to be accommodated within the MGSP area, with its purpose to create an economically-viable main street type development that serves as a cultural hub of the City, and supports a variety of uses including entertainment, retail, commercial, residential, civic, cultural, office, and high-density mixed use residential in a compact, walkable, and unique centralized setting. The General Plan defers to the MGSP document for all development standards including density ranges. The MGSP identified the Project site to be in the Gateway District and is zoned Gateway-Mixed Use (GW-MU). The intent of this designation is to provide a compatible mix of land uses with residential density proposals at a range of 18-65 dwelling units/acre. As this Project proposes 19 dwelling units/acre, it is consistent with both the intended land use of the General Plan and the MGSP and the relevant density requirement. In addition, the City's 2023-2031 Housing Element identified the Project site as a Rezone Site. As such, the Project site has been incorporated into projections for affordable housing opportunities. The tentative subdivision map is necessary for the proposed multi-family residential Project, and would allow three lots to combine into one lot to establish the condominium areas, common areas, and easements to facilitate a new compact, walkable development with several on- and off-site public improvements that have been conditionally approved under the purview of the City's Public Works Land Development Division to improve the City's infrastructure and mobility network with modern standards on the Project site which has not been improved since the 1970s.

Furthermore, as shown in Tables 2 and 3 in the staff report, the Project complies with General Plan policies LU 1-4, LU 2-1, LU 5-1, LU 5-3, and the MGSP's Guiding Principle and MGSP Section 2.5: Gateway District Vision. Therefore, the vesting tentative map is consistent with the goals and policies of the General Plan.

2. None of the conditions identified in California Government Code Section 66474 exist, to wit:

A. That the proposed map is not consistent with applicable general and specific plans as specified in Government Code Section 65451.

As outlined above, the Project site includes the development of 134 residential condominium units and one clubhouse amenity building at a density of 19 dwelling units per acre (du/acre) and within the MGSP. The General Plan, MGSP designations, and the GW-MU zoning district permits residential development at intensities of 18 to 65 du/acre. Therefore, the proposed Project's density is consistent with the required density range as designated in the MGSP. The City's Public Works Land Development Division reviewed the proposed map with the Planning Department and worked with the Applicant's civil engineer team from Kier+Wright on necessary revisions to the proposed map before issuing a conditional approval letter to allow the Project to proceed with public hearings for the tentative map. Therefore, the proposed map is consistent with the General Plan and MGSP.

- B. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.*

The design and improvements of the Vesting Tentative Map are consistent with the General Plan and MGSP in that it would allow for multifamily residential development with associated public improvements, which are consistent with the applicable General Plan and MGSP goals and policies as described in Tentative Map Finding 1 and identified in Tables 2 and 3 of the staff report, except for minor exceptions to design standards the Applicant has requested and is allowed pursuant to State Density Bonus Law. The Project site is located within the Gateway District of the MGSP, which includes a vision for higher-intensity development, oriented along Calaveras Boulevard, to attract and support the needs of travelers along the corridor, while offering a neighborhood-scale residential and mixed-use north Calaveras Boulevard with complete streets improvements planned along this right-of-way. The Vesting Tentative Map would allow for development that is compatible with a new residential community north of Calaveras Boulevard and would complete the MGSP's vision for the Gateway District including MGSP Figure 3-6, Gateway District Regulating Plan, and will include a new internal circulation network with a new greenway connection, improvements to the onsite and off-site sidewalks to support complete streets in the MGSP, and will be required to pay associated fees for the Calaveras Boulevard Widening Traffic Impact Fee as contributions for the future right-of-way improvements.

- C. That the site is not physically suitable for the type of development.*

The Project site is surrounded by properties designated for mixed-use development under the City's General Plan and zoned for this type of development under the MGSP and GW-MU zoning district. The proposed Project will be an infill development that has already been developed since the 1970s with a mix of five industrial/office buildings, surface parking lots, and associated infrastructure with all tenants vacated before the end of 2025, and would demolish all existing structures and add 134 condominium units and a clubhouse amenity building. In addition, the site is suitable for the proposed townhome development based on the location and physical attributes of the site and is surrounded by other types of development including retail and commercial plazas. The site is located in an urban context suitable for multifamily development and is generally flat and approximately 7.22 acres in size, which is sufficient to accommodate the development. The Vesting Tentative Map includes the necessary infrastructure improvements to adequately serve the site from a transportation and utilities perspective.

- D. That the site is not physically suitable for the proposed density of development.*

The Project site is suitable for the proposed medium density townhome development based on the location and physical attributes of the site. The site is located in an urban context suitable for medium density multifamily infill development and is approximately 7.22 acres in size, which is sufficient to accommodate the proposed density of development. The Vesting Tentative Map includes the necessary infrastructure improvements including utilities built up to modern code standards to adequately serve a multifamily residential development at the proposed density.

- E. That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.*

The Project, including the subdivision and its associated improvements, is located in within a heavily urbanized area and was previously developed with five multi-tenant office buildings, surface parking lots, and infrastructure and is surrounded by a mixture of other commercial and residential development. A Project-specific CEQA environmental checklist was also prepared, which confirmed that the proposed Project will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

F. That the design of the subdivision or type of improvements is likely to cause serious public health problems.

The Project, including the proposed subdivision and its associated improvements, has been designed in a manner that will not cause serious public health problems. The Project has been reviewed by Building, Planning, Housing, Fire, Engineering, Traffic, Utilities, and Solid Waste Departments to review for such design issues and the Applicant must address all Department comments sufficiently prior to allowing the Project to be considered for public hearings to consider approval of the subdivision and improvements. The Vesting Tentative Map includes various public improvements in the public rights-of-way related to transportation and utilities to ensure the Project will be adequately serviced and thereby preserve public health and wellness, including a new dedicated 10-foot Public Utility Easement along the Project's frontage along Valley Way as required per MMC X-I-8.06, Granting of Easements. Additional public improvements include utility services such as water, wastewater, storm drain, gas, electrical, and telecommunications. The Project site will also have include modern stormwater improvements pursuant to requirements of the Santa Clara Valley Urban Runoff Pollution Prevention Program and as codified per MMC XI-16-1, Stormwater and Urban Runoff Pollution Control. Pavement restoration including a minimum 2-inch grind and overlay will be provided along the Valley Way frontage up to the Abbott Avenue intersection and new sidewalks along the Valley Way cul-de-sac and infilling missing segments of the sidewalk built to the City's Engineering Standard Details with matching curbs and gutters to aid in the MGSP's vision for complete streets. Other required public improvements are detailed in the Engineering Department's "Specific Improvements" section of the conditions of approval and include new street tree wells, installation of radio-transmitting water meters with built-in antennas, and a lighting analysis on the existing streetlight conditions along Valley Way and on S. Abbott Avenue between Valley Way and W. Calaveras Boulevard to determine if any upgrades or new lighting improvements are necessary during the building permit review phase.

G. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

Upon the City's Engineering Department review of the subdivision map, it has been determined that the design of the subdivision or the type of improvements will not conflict with any easements acquired by the public at large, for access through or use of, property within the proposed subdivision. The Project will comply with MMC X-I-8.06, Granting of Easements, and include a new dedicated 10-ft. Public Utility Easement (PUE) from the Valley Way cul-de-sac. The property contains an existing 8-inch Public Water Main and associated 15-ft. Waterline Easement running through the middle of the site between the two connections to Valley Way. The water main will be abandoned and capped in place, and the associated easement will be vacated. The Project will

provide a new 10-inch water line that runs through proposed Alley 1 in a looped system that will reroute and connect the existing water line along Valley Way. The proposed public water lines will be installed within the new private streets/PUE.

The existing PG&E overhead powerline easement will remain along the westerly boundary line and will not require the Applicant to underground the existing overhead transmission lines. The private streets will be covered by proposed typical 26' wide emergency vehicle access easements and typical 34' wide public service & utility easements. Additional private easement needs may be identified in further stages of design and will be recorded through separate instruments. All existing easements on-site are to be quitclaimed or vacated, unless noted otherwise. Covenants, Conditions & Restrictions (CC&R's) will be prepared to facilitate and manage the operations, maintenance and related functions of the common areas. Therefore, the proposed subdivision and relevant improvements will not conflict with easements or access to the property.

SECTION 5. Density Bonus Permit (MMC Section XIII-C.12)

The Planning Commission makes the following findings based on the evidence in the public record in support of Density Bonus Permit No. DB24-0001:

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

The proposed Project includes 134 townhome condominiums on a 7.22-acre lot, equaling a residential density of approximately 19 dwelling units per acre (du/ac), which meets the minimum density of 18 du/acre in the GW-MU zoning district with a maximum density of 65 du/acre in this zoning district. Therefore, the Project is within the density range as specified in the General Plan and MGSP, and will not exceed the maximum allowable base density including any other permitted increases to density.

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

The Applicant has allocated a total of 20 units as affordable units reserved for moderate-income households. In order to meet the City's Affordable Housing Ordinance (AHO) requirements, the affordable units will be distributed across the Project site. The three (3) unit types and distribution of the 20 affordable units are listed below. All units will be three-stories in height and include private balconies and a 2-car garage. The affordable unit locations have been identified and approved by the Office of Housing as meeting the intent of the AHO, and will reaffirm compliance with the distribution and placement of each unit during the building permit phase. and must be developed with the same specifications and appliances as the standard, market-rate units. Additionally, pursuant to XII-1-3.00 and as detailed in the Affordable Housing Ordinance section of the staff report, the Applicant will be conditioned to complete an in-lieu Housing Affordable fee for the fractional 0.1 unit resulting from the City's AHO 15 percent calculation.

- Eight (8) Affordable Units: Unit Type 1 (3 bedroom/1,326-square feet habitable space)

- Eight (8) Affordable Units: Unit Type 2 (3 bedroom/1,710-square feet habitable space)
 - Four (4) Affordable Units: Unit Type 3 (4 bedroom/2,013-square feet habitable space)
3. *Prior to final building inspection and occupancy for a project containing affordable units, the applicant shall execute and record at the Santa Clara County Recorder's Office the City's Agreement Imposing Restrictions on Real Property, which Agreement shall explain the affordability requirements. The agreement shall be approved by the Milpitas City Attorney prior to recordation.*

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

4. *Retaining Affordability. A developer shall agree to, and the City shall insure continued affordability of, all lower- or very low-income density bonus units for thirty (30) years or a longer period of time, if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program.*

This standard is not applicable to the Project, as the Project is allocating 20 of the 134 townhome condominium units for sale at the moderate-income affordability levels. However, if the Applicant or a different Permittee may want to change the affordable levels to low- or very low-income, this standard shall apply: prior to final building inspection and occupancy for the Project containing affordable units, the Applicant shall execute and record at the Santa Clara County Recorder's Office the City's Agreement Imposing Restrictions on Real Property, which Agreement shall explain the affordability requirements, including continued affordability for moderate-income households. The agreement shall be approved by the Milpitas City Attorney prior to recordation.

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

This standard is not applicable to the Project, as the Project is allocating 20 of the 134 townhome condominium units for sale at the moderate-income affordability levels. However, if the Applicant or a different Permittee may want to change the affordable levels to low- or very low-income, this standard shall apply: prior to final building inspection and occupancy for the Project containing affordable units, the Applicant shall execute and record at the Santa Clara County Recorder's Office the City's Agreement Imposing Restrictions on Real Property, which Agreement shall explain the affordability requirements, including continued affordability for moderate-income households. The agreement shall be approved by the Milpitas City Attorney prior to recordation.

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

The Applicant has identified and requested 10 waivers and one concession pursuant to State Density Bonus Law.

SECTION 6: Housing Element. While the Project with its proposed 134 units would result in fewer units to be built on the Project site than the potential maximum site capacity anticipated in the Housing Element Sites Inventory (202 units), the No Net Loss Law as codified in Government Code Section 65863 requires a jurisdiction to maintain adequate housing sites to accommodate its remaining unmet RHNA by each income category at all times throughout the entire planning period. If a jurisdiction approves a development of a site identified in its Housing Element Sites Inventory with fewer units than shown in the Housing Element, it must find that the remaining sites have sufficient capacity to accommodate the remaining unmet RHNA by each income level. The Milpitas 2023-2031 Housing Element identified a total capacity of 9,397 units, which exceeds Milpitas' RHNA obligation of 6,713 units by 2,684 units. Although the Project would result in the loss of 68 units relative to the anticipated number of units identified in the Sites Inventory, the City currently has more than enough capacity to accommodate its remaining unmet RHNA in each income category. Moreover, any reduction of units was appropriately considered during the City's approval of the Gateway-Main Street Specific Plan, the City at that time made all required findings for the adoption of the applicable zoning, including those findings required by the No Net Loss Law, and no further findings are required at this time. Those findings and analysis are incorporated herein by this reference.

SECTION 7: The Planning Commission of the City of Milpitas hereby adopts Resolution No. 26-009 recommending to the City Council approval of Site Development Permit No. SD24-0005, Vesting Tentative Map No. MT24-0002, Density Bonus Permit No. DB24-0001, and Environmental Assessment No. EA24-0003, based on the above Findings and subject to the Conditions of Approval attached hereto and incorporated herein as Exhibit 1, the CEQA Exemption Environmental Checklist attached hereto as Exhibit 2, and the CEQA Exemption Environmental Checklist Supporting Technical Studies attached hereto as Exhibit 3.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Milpitas on May 27, 2026:

Chair

TO WIT:

I HEREBY CERTIFY that the following resolution was duly adopted at a regular meeting of the Planning Commission of the City of Milpitas on May 27, 2026 and carried by the following roll call vote:

COMMISSIONER	AYES	NOES	ABSENT	ABSTAIN
Parveen Gupta				
Michael Caulkins				
Dipak Awasthi				
Chia Ling Kong				
Olania Castillo				
Alexander Galang				
Dawn Brown				

CONDITIONS OF APPROVAL

SITE DEVELOPMENT PERMIT NO. SD24-0005, VESTING TENTATIVE MAP NO. MT24-0002, DENSITY BONUS PERMIT NO. DB24-0001, AND ENVIRONMENTAL ASSESSMENT NO. EA24-0003

SOBRATO TOWNHOME PROJECT 600 VALLEY WAY (APNs 222-80-022, -024, -025)

The City of Milpitas Planning Commission and City Council approve the above entitlements ("Permit"), subject to and conditioned upon all applicable State and local laws and regulations and the Conditions of Approval outlined below, this Permit will allow the development of 134 townhome condominium units and a clubhouse amenity building with landscaping and associated site improvements ("Project") on a 7.22-acre site within the Milpitas Main Street Gateway Specific Plan (MGSP) area at 600 Valley Way (APNs 222-80-022, -024, -025), subject to all other necessary reviews, approvals, studies, and inspections necessary for such development including for the issuance of building permits or occupancy and other required entitlements and approvals. The Project is subject to vesting pursuant to SB 330 as of January 7, 2026.

APPROVED SUBJECT TO THE FOLLOWING CONDITIONS OF APPROVAL:

General Conditions

1. General Compliance: The Permittee and owner, including all successors in interest (collectively "Permittee") shall comply with each and every condition set forth in this Permit. **Site Development Permit No. SD24-0005, Vesting Tentative Map No. MT24-0002, Density Bonus Permit No. DB24-0001, and Environmental Assessment No. EA24-0003** (collectively "Permit") shall have no force or effect and no building permit shall be issued unless and until all things required by the below-enumerated precedent conditions have been performed or caused to be performed. The Permittee shall develop the site in accordance with the approved Attachments and as modified by these Conditions of Approval.
2. 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 applicable Review Authority, in accordance with the Zoning Ordinance. (P)
3. Effective Date: Unless there is a timely appeal filed in accordance with the Milpitas Zoning Code, the date of approval of this Permit is the date on which the City Council approved this Permit.
4. Acceptance of Permit: Should Permittee fail to file a timely appeal within twelve (12) calendar days of the date of approval of this Permit, inaction by Permittee shall be deemed to constitute each of the following:
 - a. Acceptance of this Permit by Permittee; and

- b. Agreement by the Permittee to be bound by, comply with, and to do all things required of or by Permittee pursuant to all the terms, obligations, and conditions of this Permit.

- 5. Permit Expiration: Pursuant to Milpitas Municipal Code (MMC) Section XIII-D.2.040(K), this Permit shall become null and void if the development is not implemented within two (2) years from the date of City Council approval, or for a project submitted with a tentative map, within the time limits of the approved tentative map. Pursuant to MMC Section XIII-D.2.040(K)(3), implementation is defined when:
 - a. A permit or approval shall not be deemed implemented until the applicant has obtained a grading permit and/or building permit and commenced construction, or where no grading or building permit is required, has commenced the allowed use on the subject site in compliance with the approval; or
 - b. Construction shall be diligently pursued towards completion. If after construction commencement, work is discontinued for a minimum period of two years, the permit or approval shall expire and be deemed void; or
 - c. If a project is phased, each phase shall be subject to a time limit during which construction must commence. Each subsequent phase shall have the same length of time allowed for the previous phase. The time limit for a subsequent phase shall begin when the previous phase commences construction, unless otherwise specified in the permit of approval.
 - d. "Commence construction" shall mean any of the following, whichever occurs soonest:
 - i. Completes a foundation associated with the project;
 - ii. Dedicates any land or easement as required from the approval; or
 - iii. Complies with all legal requirements necessary to commence the use or obtains a Certificate of Occupancy permit.

This Permit shall become null and void if the work is added to, modified, or otherwise deviated from in any significant way from the approved site plan, building plan, floor plans, or other approved submittals as determined by the Planning Director or designee.

- 6. Time Extension: Pursuant to MMC Section XIII-D.2.040(L), 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 and include a description if any prior Conditions of Approval will need to be amended with a completed Planning Application and payment of the time extension fee is paid prior to the expiration date of the approval. **(P)**
- 7. Project Job Account (PJ Account): If Permittee's project job account is at any time delinquent or below the required deposit amount, City will not continue to review or process the application until Permittee's project job account is paid in full and the required deposit has been made. Additionally, prior to the issuance of any building permit or occupancy permit as applicable, Permittee shall pay in full the Project account balance and establish a remaining balance of at least twenty-five percent (25%) of the required initial deposit. **(P/E)**
- 8. 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).
- 9. Cost and Approval: Permittee shall fully complete and satisfy each and every condition set forth in this Resolution and any other condition applicable to the Project to the sole satisfaction of the City. Additionally, Permittee shall be solely responsible and liable for the cost to satisfy each and every condition. **(ALL)**

10. Conditions: Each and every condition set forth in this Exhibit shall apply to the Project and continue to apply to the Project so long as the Project is operating under the permits and approvals in this Resolution. **(ALL)**
11. Compliance with Laws: The construction, use, and all related activity authorized under this Permit shall comply with all applicable local, state and federal laws, rules, regulations, guidelines, requirements and policies. **(CAO/P/E/B)**
12. Indemnification: To the fullest extent permitted by law, Permittee shall indemnify, defend with counsel of the City's choosing, and hold harmless City, its City Council, its boards and commissions, officials, officers, employees and agents from and against any and all claims, demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs and expenses (including without limitation, attorney's fees, disbursements and court costs) of every kind and nature whatsoever which may arise from or in any manner relate (directly or indirectly) to (i) City's approval of the project, including, but not limited to, the approval of the discretionary permits, maps under the Subdivision Map Act, and/or the City's related determinations or actions under the California Environmental Quality Act, and (ii) Permittee's construction, operation, use or related activity under this Permit. This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, attorneys' fees, and other expenses incurred in connection with such claim, action, causes of action, suit or proceeding whether incurred by Permittee, City and/or the parties initiating or bringing such proceeding. Permittee shall indemnify the City for all of City's costs, attorneys' fees and damages, which City incurs in enforcing the indemnification provisions set forth in this condition. Permittee shall pay to the City upon demand or, as applicable, to counsel of City's choosing, any amount owed pursuant to the indemnification requirements prescribed in this condition. The above indemnification is intended to be as broad as permitted by applicable law. To the extent the above indemnification is limited by Government Code Section 66474.9, any limitations shall only apply to Vesting Tentative Map No. MT24-0002, and the balance of the Permit shall be unaffected by Government Code Section 66474.9.
13. Certificate of Insurance: Permittee shall provide certificate of insurance and name City as an additional insured in its insurance policies for the Project.
14. Revocation, Suspension, Modification: This Permit may be suspended, revoked or modified in accordance with Section XIII-D.18.070 of the Milpitas Municipal Code.
15. 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.
16. Site Improvement Fees. Prior to issuance of any building permit, Permittee must pay all applicable development fees, including but not limited to, connection fees (water, sewer and storm), plan check and inspection deposit, and 3.8% building permit automation fee. These fees are collected as part of the secured public improvement agreement. The agreement shall be secured for an amount of 100% of the engineer's estimate of the construction cost for faithful performance and 100% of the engineer's estimate of the construction cost for labor & materials.
17. Response to Conditions of Approval: Permittee shall provide a written response to comments upon submittal for building permit application as a separate attachment document. The responses should clearly indicate how

each condition of approval in this Resolution has been addressed in the plans and/or supplemental materials and shall note the appropriate plan sheet(s). **(P)**

18. Compliance with Fire Department and California Fire Code: The Project shall comply with the requirements of the Milpitas Fire Department and the California Fire Code, as adopted by the City. Changes to the site plan and/or buildings requires review and re-approval by the Fire Department. **(F)**
19. Compliance with Milpitas Office of Building Safety. The Project shall comply with the requirements of the Office of Building Safety and the International Building Code. **(B)**
20. Compliance with Milpitas Public Works Land Development Division. The Project/development shall comply with the requirements of the Public Works Land Development Division, as may be amended by the City of Milpitas. **(E)**
21. Compliance with Milpitas Police Department. The Project/development shall comply with the requirements of the Police Department, as may be amended by the City of Milpitas. **(POL)**
22. Conditions of Approval Included in Building Permit Plans. As part of the issuance of building permits, the Permittee shall include within the first four pages of the working drawings for a plan check, a list of all conditions of approval imposed by the final approval of the Project. **(P)**
23. Development in Conformance with Approved Plans: Permittee shall develop the approved Project in conformance with the plans dated March 17, 2026, and approved by the City Council on the date of the signed City Council Resolution, in accordance with these Conditions of Approval. Any deviation from the approved site plan, elevations, materials, colors, landscape plan or other approved submittal shall require that, prior to the issuance of building permits, the Permittee shall submit modified plans and any other applicable materials as required by the City for review and obtain the approval of the Planning Director or Designee. If the Planning Director or designee determines that the deviation is significant, the owner or designee shall be required to apply for review and obtain approval of the Planning Commission or City Council, as applicable, in accordance with the Milpitas Zoning Code. **(P)**

PLANNING DEPARTMENT CONDITIONS

24. Transportation Demand Management (TDM): In compliance with MMC XIII-C.6.070, the Permittee/Applicant shall work with the Planning Department on a Project-specific Final TDM Plan revised from the Project's Draft TDM Plan during the building permit review phase and include a written response to all applicable subsections. The Final TDM Plan must also adhere to all required monitoring and enforcement measures per MMC XIII-C.6.070(E).
25. Construction Equipment: All off-road diesel-powered construction equipment greater than 50 horsepower used on-site shall, at a minimum, meet the US EPA tier 4 final emission standards. The contractor shall maintain records of the equipment fleet (including carb exemption numbers or tier ratings) and provide documentation to the assigned City Planner before the issuance of any building permit approval for construction including grading or site improvement, and to the Project Engineer or City Inspector upon request.

26. MGSP SEIR Mitigation Monitoring and Reporting Program: The Project shall comply with the applicable mitigation measures from the certified Milpitas Main St. Gateway Specific Plan (MGSP) Specific Plan SEIR. The mitigation measures are compiled in the MGSP's Mitigation Monitoring and Reporting Program (MMRP) as adopted with the Final SEIR as Attachment A. During the building permit review phase, the Permittee/Applicant shall submit as an attachment to the building permit submittals a completed MGSP MMRP table indicating details and any applicable supplemental information and materials to demonstrate compliance with all applicable mitigation measures, including those specified in the 600 Valley Way Residential Development Environmental Checklist, dated March 2026.
27. Landscaping: All approved landscaping and trees shall be permanently maintained and replaced by the property owner(s) and future Homeowners Association with substantially similar plant material or trees (in type or number) as necessary from the approved plan set to provide a permanent, attractive and effective appearance. Any future proposed alterations to the landscaping and trees shall be consistent with applicable sections of MGSP Section 4.3.4, Landscape Design and MMC XIII-C.4, Landscaping Standards.
28. Streetlights: In collaboration with the Engineering Department's related Project-specific Conditions of Approval regarding streetlights, Permittee shall install where applicable pedestrian scale lights along all public and private street frontages consistent with the Main St. Gateway Specific Plan lighting design standard and demonstrate compliance with applicable standards from MGSP Section 6.5, Streetscape and Lighting. The Permittee shall submit a photometric plan to determine appropriate light levels with submittal of on-site improvement plans during the building permit process.
29. Lighting and Illumination Plan. Prior to issuance of any building permit, Permittee shall submit a lighting and iso-illumination plan and written responses explaining compliance with all applicable sections of MMC XIII-C.2.070, Lighting and Illumination that shall subject to Planning Department review for approval. Proposed light fixtures shall be high quality and complement the architectural style of each townhome. Light fixtures over garage doors shall be of high-quality, residential scale, architectural design, subject to final approval by the Planning Director and/or designee.
30. CC&Rs. Permittee shall submit proposed covenants, conditions, and restrictions (CC&Rs) to the City for approval prior to submission to the California Department of Real Estate. The CC&Rs shall include disclosure statements informing future residents of noise due to trash enclosure collection; potential noise, traffic, as well as the use and/or storage of any hazardous material associated with normal operations of the adjacent freeway, PG&E, and commercial business activity and development; noise from the freeway; maintenance of all landscaping and trees, maintenance of all publicly accessible private common open space park areas and amenities, and potential graffiti problems towards the tracks. Furthermore, the CC&Rs shall restrict the use of gasoline powered landscape equipment (blowers and string trimmers).
31. Design and Screening of Utilities (Underground, Ground-Mounted, Rooftop): Prior to issuance of any building permit for underground, ground-mounted, or rooftop equipment, Permittee shall describe and demonstrate compliance in a plan set with all applicable standards from MGSP Section 4.1.5, Service and Utility Areas, and MMC XIII-C.2.140, Screening Standards, and MMC XIII-C.2.150, Underground Utilities.

32. Parking: Parking shall be provided as depicted on the Site Plan approved by the City Council and shall consist of the following:
- a. RESIDENT: A total of 268 vehicle spaces within unit parking garages.
 - b. GUEST: A total of 60 guest vehicle spaces are to be provided on site.
33. Bicycle Racks: A total of twelve (12) short-term bicycle parking spaces shall be installed on the site and 134 long-term bicycle parking stalls (one located within each unit's private garage) shall be maintained.
34. Tree Planting Plan: The Project shall comply with Tree Removal Permit No. TR24-0018 and will remove 115 ordinance-sized trees and replace with approximately 341 new trees, in conformance with the plans dated March 17, 2026 and approved by City Council on the date of the signed City Council Resolution for the Project.
35. Park in Lieu Fee. Prior to issuance of the final certificate of occupancy, the applicant shall pay a total of \$2,615,664.30 for the Parkland In-Lieu Fee is in accordance with Milpitas Municipal Code Section XI-1-9 on the basis of the average valuation of land in the City in effect at the time the SB 330 Preliminary Application for the Project was complete (Government Code Section 65589.5(o)).
36. Public Art Requirement: Permittee shall comply with the City's Public Art Requirements for Private Development, as set forth in MMC Section XI-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 per building.

OFFICE OF BUILDING SAFETY DEPARTMENT CONDITIONS

37. Compliance with California Code of Regulations. The Project shall comply with the requirements of the Office of Building Safety 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 Office of Building Safety 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.
38. Demolition. All existing structures and improvements to the property, including any unpermitted or otherwise legally non-compliant structures and improvements, shall be demolished prior to construction of any new development contemplated by this building permit.

OFFICE OF HOUSING

39. Affordable Housing Requirement: Permittee shall comply with the City's Affordable Housing Ordinance, as set forth in Milpitas Municipal Code Section XI-1-3.00. All new residential development projects of ten units or more designed and intended for permanent occupancy shall construct 15 percent of the total number of dwelling units within the development as affordable units, unless otherwise remedied by the City Council.
- a. Permittee shall reserve 20 townhome condominium units for moderate income households, consisting of:
 - i. Eight, Unit Type 1 Townhome Units (3-bedroom unit, tandem parking)
 - ii. Eight, Unit Type 2 Townhome Units (3-bedroom unit, side by side parking)
 - iii. Four, Unit Type 3 Townhome Units (4-bedroom unit, side-by-side parking)
40. Affordable Housing Agreement: An executed agreement imposing appropriate ownership controls on the affordable units is required prior to certificate of occupancy. The agreement shall be approved by the Milpitas City Attorney prior to recordation.
41. Fractional Unit In-Lieu Fee Payment for 15 Percent Affordability Requirement: Per MMC XII-1-3.00, the Permittee shall pay a fractional affordable housing in-lieu fee for 0.1 housing units, as of the SB 330 Vesting Date.
42. Concurrent Construction of Affordable Units: Per MMC XII-1-3.03, all affordable units in a project or phase of a project shall be constructed prior or concurrently with market-rate units, unless the City Manager or designee determines in writing that extenuating circumstances exist that make concurrent construction infeasible or impractical. In phased developments, the affordability requirement will be calculated on the basis of the whole development, but affordable units shall be developed in advance or concurrently with market rate units in each phase unless the City Manager or designee determines in writing that extenuating circumstances exist that make concurrent construction infeasible or impractical. If this occurs, a schedule must be developed by the applicant and approved by the City Manager to ensure that affordable units are built expeditiously and before final discretionary permits are issued. Each phase must include the required number of affordable units based on the number of market-rate units in that phase, and on-site affordable housing units must be developed concurrently with the market-rate units in each phase.
43. Design and Distribution of Affordable Units: Per MMC XII-1-3.04, Affordable units shall meet the following applicable requirements:
- a. All affordable units shall be reasonably comparable in terms of floor plan and base finish amenities to market rate units in the proposed development.
 - b. The quality of the exterior design, landscaping, and construction of the affordable units shall be consistent with the other units in the proposed development.
 - c. Affordable units shall have the same access to common entrances from the exterior as market rate units.
 - d. Affordable units shall have the same access to all project amenities and recreational facilities available to market rate units.

- e. All affordable units shall be reasonably dispersed throughout the Project.

FIRE DEPARTMENT CONDITIONS

FIRE CODE REQUIREMENTS

*The plans approved by the City Council 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. The notes listed below will apply to ALL buildings and site, unless specifically identify for one particular building or area.*

44. 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
45. 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
46. 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 appear to be in general conformance with the requirements. Final design shall meet the requirements listed below. CFC Section 503
- a. Minimum Number of Fire Apparatus Access Points: A Minimum of two independent and approved (approved by the Fire Code Official) means of fire apparatus access shall be provided for the site. Buildings or facilities exceeding 30 feet (9144 mm), or three stories in height, or 50,000 square feet (5760 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
 - b. Fire Apparatus Clearance: Fire apparatus access roads shall provide a minimum clear width of 26 feet. This requirement is for the use and function of a fire ladder apparatus. CFC, Appendix D, Sections D103.1 and D105.2, adopted and amended by Milpitas Municipal Code. MMC V-300-2.169 and 2.172
 - c. Fire Apparatus Proximity to the Building. One or more of the required access routes meeting this condition shall be located not less than 15 feet and not greater than 30 feet from the building and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial apparatus access road is positioned shall be approved by the fire code official.

Fire review determined that the current building design, wherein approximately 65 to 75 percent of the roof fronting the fire access road is at or below 30 feet in height determined in accordance with

the California Fire Code appendix D105.1, with only approximately 25 to 35 percent of the roof exceeding 30 feet (limited to roof gables), presents an acceptable condition for the fire department using ground ladder operation. The higher roofs are accessible by the fire department from the roof through permanent ladders positioned at the gable roofs as an additional access mitigation.

Therefore, the developer's current design *is allowed to deviate* from the standard fire apparatus proximity to the building requirement, CFC Appendix D, Section D105.3, as adopted by Milpitas Municipal Code Section V-300-1.01. This modified compliance condition is Project-specific and shall not be construed as a blanket waiver or precedent for other projects. Any future modifications to the building design, height, or site layout that alter the conditioned described herein shall require re-evaluation and approval by the Fire Code Official.

- d. Fire Apparatus Access Road(s) Required. For multi-family residential projects having more than 50 dwelling units shall be equipped throughout with two separate and approved fire apparatus access roads. Section D106.1 of the CFC, adopted and amended by MMC V-300-2.173
- e. 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
- f. 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.
- g. 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
- h. Grade: The grade of the fire apparatus access road shall be within the limits established by the fire code official based on the fire department's apparatus and shall not exceed 10 percent grade. CFC 503.2.7 and Appendix D103.2.
- i. Angles of Approach and Departure: The angles of approach and departure for fire apparatus access roads shall be within the limits established by the fire code official based on the fire department apparatus. CFC 503.2.8
- j. 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
- k. 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

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.

1. Emergency Vehicle Access (EVA): EVA roads, when required, shall meet Fire Department site access requirements. CFC Section 503

Recommend entry to EVA shall be gates (swing type) for easy access.

- m. Obstruction of Fire Access: Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in Sections 500.2.1 and 503.2.2 shall be maintained at all times. Ground structures (including landscape) and building projections shall not encroach or impede the fire apparatus access requirements. CFC Section 503.4

The EVA shall not be obstructed other than the bollards. Chairs and tables are not allowed as shown on Sheet L7.01.

- n. 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.
- o. 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.

47. Fire Protection Water Supply (Hydrants, On-site and 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, Milpitas Fire Code amendment. Note, the Civil drawings submitted under this Planning review are not approved for construction.

Per City direction, all onsite water systems will be public – no "main" backflow and fire sprinkler laterals are needed. The location of the FDC/PIV for each building has been shown on sheet TM-8.1.

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 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.

- c. **B105.2 Buildings other than one- and two-family dwellings. Group R-3 and R-4 buildings and townhouses.** The minimum fire-flow and flow duration for buildings other than one- and two-family dwellings, Group R-3 and R-4 buildings and townhouses shall be as specified in Tables B105.1(2) and B105.2.

Exceptions: [SFM] Group B, S-2 and U occupancies having a floor area not exceeding 1,000 square feet, primarily constructed of noncombustible exterior walls with wood or steel roof framing, having a Class A roof assembly, with uses limited to the following or similar uses:

1. California State Parks buildings of an accessory nature (restrooms).
2. Safety roadside rest areas (SRRA), public restrooms.
3. Truck inspection facilities (TIF), CHP office space and vehicle inspection bays.
4. Sand/salt storage buildings, storage of sand and salt.

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 reduction for all other buildings shall not exceed 50 percent of the fire flow specified in Table B105.1(2).

- d. Fire Hydrant Location: The location and quantity of hydrants will be evaluated during the construction permit process. CFC Section 507.5
- e. 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
- f. Private Hydrant Requirements: 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
- g. 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

48. Automatic Fire Sprinkler System for Structures:

- a. Automatic Fire Sprinkler: The buildings shall be provided with an automatic fire sprinkler system in conformance with the NFPA 13 Standards. California Fire Code Section 903
- b. Sprinkler Valves: All valves controlling the water supply for the automatic sprinkler system shall be electrically supervised by a listed fire alarm control unit. CFC 903.4

- c. 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
- d. Fire Riser Location: Backflow Protection. 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.
- e. Sprinkler Design. Alarm, supervisory and trouble signals shall be distinctly different and shall be automatically transmitted to an approved supervising station. CFC Section 903.4.1
- f. 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
- g. 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

All FDC's and PIV's shall have fire department approved locking connection caps/locks. Knox key caps shall be provided. CFC Section 912.4.1
- h. 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
- i. 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.

49. Fire Alarm System:

- a. R-2 Occupancy: Fire alarm system and smoke alarm shall be installed in Group R-2 occupancies as required in Sections 907.2.9.1 and 907.2.9.2. CFC Section 907.2.9
- b. Manual Fire Alarm System: A manual fire alarm system that activated the occupant notification system in accordance with Section 907.5 shall be installed in Group R-2 occupancies. CFC 907.2.9.1
- c. Smoke Alarm, R-2 Occupancy: Listed single and multiple-station smoke alarms complying with UL217 shall be installed in accordance with Sections 907.2.11.1 through 907.2.11.7 and the NFPA 72. CFC Section 907.2.11
- d. Fire System Functions: Automatic fire detectors utilized for the purpose of performing fire safety functions shall be connected to the building's fire alarm control unit where a fire alarm system is installed. CFC Section 907.3

- e. Visual Alarm, R-2 Occupancy: In Group R-2 occupancies required by Section 907 to have a fire alarm system, all dwelling units and sleeping units shall be provide with the capability to support visible alarm notification appliances in accordance with NFPA 72. Such capability shall accommodate wired or wireless equipment. See the Code section for options. CFC 907.5.2.3.3
- f. Fire Alarm Zones: Fire alarm system(s) shall be zoned as per the requirements of the CFC Sections 907.6.4.
- g. Fire Alarm Panel: Fire alarm panel (or fire alarm annunciator panel) shall be located in a readily accessible location and shall be provided with the necessary access and working clearance as required by the CA Electrical Code. CFC Section 907.6.4.1.1
- h. 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

50. Building/Structure Other Requirements:

- a. Roof Stairs. When there are roof planes with vertical difference of more than 24” there shall be stairs or ship ladders (60 degrees max., approved by the fire dept.) for access between the different roof planes. The Fire Code Official shall determine the location for the stairs. CFC Section 102.9

Additional stairs at the roof were provided to provide firefighter access to the gable roofs.

- 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

Master building address shall also be provided with the units on fronting the main street and visible from all direction of the fire access roads.

- c. Solar Electrical Panels: Solar photovoltaic systems shall meet and comply with the CFC Section 1205 requirements.
- d. Address Illumination: All required addresses shall be illuminated. CFC Section 505.3, added by MMC V-300-2.55
- e. 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. Knox box location shall be by the FACU closet.
- f. 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 or other location as directed by the Fire Department.

In addition, all door lock control systems shall meet the requirements of the CFC Sections 1010.2.10, 1010.2.11 and 1010.2.12.

g. 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

h. Portable Fire Extinguishers: Portable fire extinguishers shall be selected, installed and maintained in accordance with CFC Section 906.

i. 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 effect 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

51. 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

52. Landscape Sheets: 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.

53. 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

TRAFFIC

54. Vehicles coming and leaving from the housing development only have road access from Valley Way. Based on the current layout and architecture of the parking lot, ingress and egress on Valley Way do not appear to be of concern.

55. Police Department shall have access to the housing development from Heath Street, accessible by a removable bollard, for emergency response purposes.
56. Traffic signal lights are not utilized at Valley Way, and the approval of this housing project would not appear to change the need for such installation on this public roadway.

PARKING

57. Parking ratios will be designed to comply with the minimum requirements of the Milpitas Main St. Gateway Specific Plan and the City's Zoning Ordinance. All 134 units will have 3-bedrooms or 4-bedrooms and will have two parking spaces available in a private garage for each unit, totaling 268 parking stalls. The total number of outdoor guest parking spaces provided on-site will be 60 spaces.
58. Parking hours of darkness, lighting of sufficient wattage shall be provided in parking lots and associated driveways, circulation areas, aisles, passageways, recesses, alleys, and grounds contiguous to buildings to ensure that any person on or about the premises is clearly visible.
59. "No Trespassing/Loitering" signage should be posted at the entrances of parking lots in conspicuous areas. Signs should be at least 2' x 1' overall size, with a white background and black 2" high letters.
60. Parking lot project should allow circulation for police patrols (vehicles, foot, and bicycles) to prevent and reduce the likelihood of criminal activity occurring.

ADDRESSING

61. 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. clubhouse, office, etc.). All other housing alarms shall be directly linked to specific housing unit (if installed).

LIGHTING

62. Address numbers shall be illuminated during hours of darkness and should be strategically positioned as to be hours of darkness, lighting of sufficient wattage shall be provided in parking lots and associated driveways, circulation areas, aisles, passageways, recesses, alleys, and grounds contiguous to buildings to ensure that any person on or about the premises is clearly visible.

VISIBILITY

63. Any other line of sight obstructions (including recessed doors, alcoves, etc.) should be avoided on building exterior walls and interior hallways.
64. From a public safety perspective, the grounds and area surrounding the townhomes should have as much natural surveillance as possible and be exposed to public view. When natural surveillance is afforded, the likely

occurrence of burglaries, robberies, etc., in that area A building design that encourages visibility of potential crime locations and natural surveillance.

- 65. Stairwells and elevators should be of open design whenever possible, making users open to visual scrutiny.
- 66. Any posters, material, and objects near common area exterior windows (i.e., clubhouse) should not be 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

- 67. All areas controlled by electronic security devices (i.e., 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 keypads control access points, management should provide the Police Department with the needed code(s) and regularly update the Police Department if such code(s) change.
- 68. An up-to-date map of the interior of any building accessible to the public should be provided to the police department. The map should minimally identify entry/exit points, elevators/stairwells, storage areas, entry/exit points controlled by electronic security devices, locations of security cameras, maintenance areas, stairwells, recreation centers, etc.

NOISE

- 69. When residential and commercial areas are near each other, there may be an increase in noise complaints from residents, which may increase calls for service. Noise may be generated from nearby commercial establishments.

LANDSCAPING

- 70. 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

- 71. A security camera system should be required for any location that is communal, such as the mail area, clubhouse, or any other recreational area. Additionally, the security camera system should cover the parking lot area, have the clarity necessary to identify an individual, vehicle, etc., and have a field of view to maximize the coverage area. 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.

MISCELLANEOUS

72. If applicable, an HOA representative or designee shall file an emergency notification form with the police department so law enforcement can contact the HOA in the event of any major accident, emergency, or unforeseen circumstance.

ENGINEERING DEPARTMENT CONDITIONS

PRIOR TO CONSTRUCTION PLAN SUBMITTALS

*The following conditions shall be met **prior to** any detailed construction plan check submittals (Building or Engineering, except demolition and rough grade plans), unless otherwise approved by the Director of Engineering/City Engineer. City reserves the right to reject any plan check submittal if any of the following conditions are not met. (E)*

73. Modifications: The Site Development Permit No. SD24-0005 Project Plans submitted for the 600 Valley Way Planning Entitlement, dated 03/17/2026, is subject to change during the plan check stage based upon City's previous comments and conditions stated herein.
74. 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.
75. 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.
76. Photometric Analysis: 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.
77. 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.
78. 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.

79. Coordination with other Projects: Permittee shall coordinate designs with the proposed Food Truck project, located at 25 S. Abott Avenue, in advance prior to any plan submittal.

PRIOR TO FINAL MAP APPROVAL/RECORDATION

*The following conditions shall be addressed during the final map plan check process and shall be met **prior to** any final approval/recordation (except demolition permit and rough grade permit), unless otherwise approved by the Director of Engineering/City Engineer. (E)*

80. Dedication on the Final Map: Permittee shall dedicate necessary emergency vehicle access easements, public service utility easements, street easements, public access easements, and other public easements deemed necessary for the Project.
81. Abandonment/Quitclaim Easements: Permittee shall abandon/quit claim existing easements that are in conflict with or unnecessary for the Project.
82. Easements on the Final Map: Permittee shall depict all existing easements to remain based upon current preliminary title report and depict new easements on the final map.
83. Concurrent Off-site Plan Reviews: Permittee shall submit separate off-site improvement plans for City's review and approval by the Engineering Department.
84. Street Name Approval: Permittee shall obtain approval from the City Council for all new street names based upon recommendation from the Planning Commission and City guidelines.
85. 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.
86. Demolition of Existing Building: Permittee shall demolish existing buildings/facilities that are in conflict with new property lines.
87. Covenant, Conditions & Restrictions (CC&Rs): Permittee shall provide CC&Rs for City's review and approval for perpetual maintenance of private roadways, private utilities, stormwater management facilities in accordance with a separately recorded Stormwater Management Facilities Operation and Maintenance Agreement.
88. Subdivision Improvement Agreement and Securities: Permittee shall execute a Subdivision Improvement Agreement and provide improvement securities in accordance with MMC Title XI, Section 17, and submit all other supplemental documents as stipulated in the Improvement Agreement (such as certificate of insurance).
89. Annexation to the Community Facilities District: Permittee shall submit an executed petition affirmatively consenting to annex the subject property to the Community Facilities District (CFD) **2005-1**, and agree to pay the special taxes levied by CFD **2005-1** for the purpose of maintaining the public services. The CFD annexation process shall be completed prior to final map approval. Permittee shall comply with all rules, regulations, policies and practices established by the State Law and/or by the City with respect to the CFD including, without limitation, requirements for notice and disclosure to future owners and/or residents. This

condition of approval is non-severable from the Permit, and invalidation or limitation of this condition invalidates the Permit, condition 85 notwithstanding.

PRIOR TO OFF-SITE PLAN APPROVAL/ENCROACHMENT PERMIT ISSUANCE

*The following conditions shall be addressed as part of the off-site improvement plan review and shall be met **prior to** encroachment permit issuance, unless otherwise approved by the Director of Engineering/City Engineer. (E)*

90. Public Improvement Design Standards: All public improvements shall be designed and constructed in accordance with all applicable, mandatory, objective 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. Milpitas Gateway-Main Street Specific Plan design guidelines:
(<https://www.milpitasmainstreet.org/>);
 - d. Americans with Disabilities Act (ADA) requirements, where applicable.
91. 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.
92. 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.
93. 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.
94. 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 public (City-maintained) water and sewer mains within the on-site private streets and public easements. All installations shall comply with the required horizontal and vertical separation standards in accordance with CCR Title 22 and City standards.
 - b. The Project site contains an existing 8” water line that runs through the project site within the existing 15’ water pipeline easement, extending from the existing 8” water line in Valley Way to the north, to the existing 8” water line in Valley Way cul-de-sac to the south. The existing 8” water line shall be abandoned and capped up to the main line in Heath Street at the north end and prior to the Valley Way cul-de-sac at the south end. A new 10" water line shall be installed to the easterly side of the project through Alley 1, from the main line in Heath Street to the Valley Way cul-de-sac, which shall be

located within the proposed P.S.U.E. This new waterline shall be installed and fully operational prior to the abandonment of the existing water line. The existing 15' water pipeline easement shall be vacated through the Final Map process.

- c. Installation of separate water service tap and meter for each of the following services: residential, irrigation, and fire.
- d. Installation of separate utility service lines (domestic water, fire service, sanitary sewer) for residential.
- e. Installation of radio-transmitting water meters with built-in antennas; installation of wireless repeaters or transmitters with dedicated power sources, all at no cost to the City. These shall be installed at locations acceptable to the City to ensure accurate and timely radio reception of meter readings. Permittee shall execute and record a water service agreement which requires providing dedicated spaces, access rights and dedicated power sources for the City's operation, maintenance, repair, and replacement of subject radio antennas.
- f. Construction of new street tree wells along the project frontage. The locations, spacing of tree wells and tree species shall be in compliance with applicable City standards and details.
- g. Provide lighting analysis for streetlights on Valley Way and on S. Abbott Avenue between Valley Way and W. Calaveras Boulevard. If the existing illumination levels do not meet the City's lighting targets, upgrade luminaire and/or furnish and install new lighting. The locations and spacing of streetlights shall comply with the Illuminating Engineer Society of North America (IESNA), RP8, for roadway and sidewalk lighting standards and City standard design guidelines.
- h. Install a minimum 2-inch grind and asphalt concrete overlay on Valley Way, from the cul-de-sac to the western crosswalk of the Abbott Avenue/Valley Way intersection.
- i. Construct concrete sidewalk, curb, and gutter at the cul-de-sac of Valley Way, and install a new sidewalk to close the existing gap along the north side of Valley Way, as shown on the approved plans, to provide a continuous pedestrian pathway from the project site to the Abbott Avenue/Valley Way intersection.
- j. All public and private driveways shall provide and maintain a clear vision triangle, subject to review and approval prior to issuance of site improvement plans.

95. 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.

96. 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.

97. Water Service Agreement: Permittee shall complete a water service agreement to obtain water service.

98. 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.

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

PRIOR TO BUILDING PERMIT ISSUANCE

*The following conditions shall be addressed during the building plan check process and shall be met **prior to** any building permit issuance (except demolition permit and rough grade permit), unless otherwise approved by the Director of Engineering/City Engineer). (E)*

100. Final Map Recordation: Permittee shall record the final map.
101. 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.
102. 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).
103. 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.
104. 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.
105. 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.
106. Solid Waste and Recycling Facility Design: Permittee shall comply with all applicable, mandatory, objective City design guidelines/details associated with haul route, turning radius, vertical and horizontal clearance, trash enclosure, staging area, storage area, etc.
107. 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.

108. 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.
109. Flood Plain Management: This Project is partially located in Flood Zone AE (EL=19’) and AE (EL=18’), and partially located in Flood Zone X. Permittee shall comply with all applicable flood protection criteria as required by the Federal Emergency Management Agency (FEMA) and MMC Title XI, Chapter 15. Permittee shall also submit a Flood Study for the Project demonstrating, to the satisfaction of the City Engineer, that the proposed development has no adverse impact to the surrounding flood plain within the Special Flood Hazard Area (SFHA) and to the flood carrying capacity of the area. The study should include cumulative effects of existing and proposed developments demonstrating the combined effects will not increase the water surface elevation of the Base Flood Elevation (BFE) more than one foot at any point. For the AO Flood Zone, the flood study is required to establish the BFE and set the building elevation accordingly. The flood study shall be consistent with the requirements in accordance with Title 44 of the Code of Federal Regulations by establishing a hydraulic model and HEC-RAS. The study shall clearly identify the lowest floor elevation as being either the bottom of garage, bottom of first floor residential units, bottom of elevator pit, etc. and shall be completely elevated out of the SFHA.
110. Development Fees: Permittee shall pay the following development fees. The information listed in items “a” through “g” are based upon current fee rates, per Engineering Fee Schedule FY 24-25. The fee rates are subject to change, unless otherwise exempted under SB 330.
- a) Storm water connection fee (Per Ord. No. 239.8): Gateway-Main Street Specific Plan Area:
 - Impact Fee per Runoff Acre: \$48,768.00. The runoff factor would be 0.4 runoff acre for residential, equating to a \$19,507.00 impact fee per Runoff Acre.
 - b) Water connection fee at \$1,164/unit for residential based upon increased water usage.
 - c) Sewer connection fee at \$1,406/unit for residential based upon increased average wastewater flow.
 - d) Wastewater Treatment Plant fee per MMC VIII, Chapter 2, Section 7.04: \$690/unit.
 - e) Calaveras Boulevard Widening Traffic Impact fee per Resolution No. 7894: \$287.97/unit.
 - f) 3.8% of applicable fees in accordance with City Resolution No. 8969 as Permitting Automation Fee.
 - g) FEMA Flood Zone Designation Letter fee in the amount of \$100.00 each.
111. Mailboxes: The Permittee shall coordinate with US Postal Services regarding placement of required mailboxes. Mailbox location shall not be on public street frontages and shall be approved by City and US Postal Services prior to building permit issuance. Mailbox locations shall be shown on the improvement plans and Permittee shall submit a letter to the City’s Land Development Engineering Section from the Post Master approving the location of the mailbox. Structures to protect mailboxes may require Building, Engineering and Planning Department review.
112. Hazard Assessment Report: The Permittee shall coordinate with US Postal Services regarding placement of required mailboxes. Mailbox location shall not be on public street frontages and shall be approved by City and US Postal Services prior to building permit issuance. Mailbox locations shall be shown on the

improvement plans and Permittee shall submit a letter to the City's Land Development Engineering Section from the Post Master approving the location of the mailbox. Structures to protect mailboxes may require Building, Engineering and Planning Department review.

DURING CONSTRUCTION

*The following conditions shall be complied with at all times **during** the construction phase of the Project, unless otherwise approved by the Director of Engineering/City Engineer. (E)*

113. 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.
114. 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.
115. 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 rights-of-way or public easements.
116. 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.*

117. Completion of Public Improvements: Permittee shall complete all public improvements, including but not limited to, North and South of Valley Way, all that are shown on City approved plans.
118. Flood Plain Management: This property is shown on the Federal Emergency Management Agency (FEMA) flood insurance rate map (FIRM) for Santa Clara County, California, Map No. 06085C0066J for Community No. 060344 (City of Milpitas), with an effective date of February 19, 2014, as being partially located in Flood Zone AE (EL=19') and AE (EL=18'), and partially located in Flood Zone X. Permittee shall comply with all applicable flood protection criteria required by the Federal Emergency Management Agency (FEMA) and MMC Title XI, Chapter 15. Permittee shall submit the FEMA approved LOMR-F, or if the LOMR-F process remains suspended by FEMA, equivalent documentation agreed upon through coordination with the City for each unit/building associated with the requested occupancy, if project is located in the SFHA. Lack of documentation will not preclude occupancy release.
119. Elevation and/or Flood Proofing Certificate: Permittee's civil engineer shall submit Elevation and/or Flood Proofing Certificates for the lowest finished floor elevation of each building for City records.
120. Landscape Certificate of Completion: Permittee shall submit a Certificate of Substantial Completion that complies with the Milpitas Municipal Code Water Efficient Landscapes Ordinance.

121. Record Drawings: Permittee shall submit record drawings in full-size hard copy, AutoCAD, Tiff, and PDF formats for City records. Project redlines shall be submitted to the City for review prior to final as-builts being submitted. Record drawings shall include all public improvements and approved site modifications during construction.

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

LEGEND

P = Planning Department

B = Building Department

E = Engineering Department

F = Fire Department

H = Office of Housing

POL = Police Department

CAO = City Attorney's Office

ALL = All Reviewing Department

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



Environmental Checklist

600 Valley Way Residential Development Project

Prepared for:

City of Milpitas
455 E. Calaveras Boulevard
Milpitas, CA 95035

March 2026

Environmental Checklist

600 Valley Way Residential Development Project

Prepared for:



City of Milpitas
455 E. Calaveras Boulevard
Milpitas, CA 95035

Contact:

Kristina Phung, AICP
Senior Planner
408.586.3278

Prepared by:



Ascent, DBA Ascent Environmental, Inc.

2054 University Ave, Suite 400
Berkeley, CA 94704

Contact:

George Dix
Project Manager
510.327.7751

March 2026

TABLE OF CONTENTS

Section	Page
1 INTRODUCTION AND CEQA REGULATIONS.....	1-1
1.1 Introduction.....	1-1
1.2 Environmental Review Process	1-1
2 PROJECT DESCRIPTION.....	2-1
2.1 Project Overview.....	2-1
2.2 Project Location and Existing Land Uses.....	2-1
2.3 Project Objectives.....	2-1
2.4 Project Description.....	2-3
2.5 Construction.....	2-9
2.6 Required Actions	2-9
3 ENVIRONMENTAL CHECKLIST.....	3-1
Approach to the Environmental Analysis.....	3-1
Discussion and Mitigation Sections	3-2
3.1 Aesthetics	3-3
3.2 Agriculture and Forestry Resources	3-6
3.3 Air Quality.....	3-8
3.4 Biological Resources.....	3-11
3.5 Cultural Resources	3-15
3.6 Energy.....	3-19
3.7 Geology and Soils	3-21
3.8 Greenhouse Gas Emissions	3-25
3.9 Hazards	3-27
3.10 Hydrology and Water Quality	3-31
3.11 Land Use and Planning.....	3-35
3.12 Mineral Resources.....	3-37
3.13 Noise.....	3-38
3.14 Population and Housing	3-41
3.15 Public Services	3-43
3.16 Recreation.....	3-45
3.17 Transportation.....	3-47
3.18 Tribal Cultural Resources	3-50
3.19 Utilities and Service Systems	3-53
3.20 Wildfire.....	3-57
4 REFERENCES.....	4-1
5 LIST OF PREPARERS.....	5-1

Appendices

Appendix A	Historic Resources Report
Appendix B	Climate Action Plan Consistency Checklist
Appendix C	Floodplain Analysis
Appendix D	Sewer and Water Flow Analysis

Figures

Figure 2-1	Project Location	2-2
Figure 2-2	Conceptual Site Plan	2-5
Figure 2-3	Proposed Vesting Tentative Map	2-7

LIST OF ABBREVIATIONS

AD-BP	Abbott District Business Park
APN	Assessor Parcel Number
Basin Plan	San Francisco Bay Basin
BMP	best management practice
CAL FIRE	California Department of Forestry and Fire Protection
CAP	climate action plan
CBSC	California Building Standards Code
CRHR	California Register of Historic Resources
CUPA	Certified Unified Program Agencies
DOSH	California Division of Occupational Safety and Health
DTSC	California Department of Toxic Substances Control
EPA	US Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHSZ	fire hazard severity zone
GHG	greenhouse gases
GW-MU	Gateway-Mixed Use
LD-MU	Library District Mixed-Use
LID	Low Impact Development
MFD	Milpitas Fire Department
MGSP	Milpitas Gateway-Main Street Specific Plan
MS-MU	Main Street Mixed-Use
NFIP	National Flood Insurance Program
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
PRC	Public Resources Code
Project	600 Valley Way Residential Development Project

RWQCB	regional water quality control board
SCVHP	Santa Clara Valley Habitat Plan
SCVURPPP	Santa Clara Valley Urban Runoff Pollution Prevention Program
SEIR	Subsequent Environmental Impact Report
SWPPP	stormwater pollution prevention plan
TAC	toxic air contaminant
UWMP	urban water management plan
VMT	vehicle miles traveled
WQMP	water quality management plan
XR-MU	Crossroads Mixed-Use

1 INTRODUCTION AND CEQA REGULATIONS

1.1 INTRODUCTION

On October 28, 2025, the Milpitas City Council adopted the Gateway-Main Street Specific Plan (MGSP). The MGSP is a comprehensive update and rename of the Milpitas Midtown Specific Plan, which was originally adopted in 2002. The MGSP reflects a greater focus on: 1) the historical significance of Main Street as a place for community members to gather and mingle; 2) the importance of Calaveras Boulevard as a primary gateway into central Milpitas; and 3) the Interstate 880 (I-880) freeway frontage along Abbott Avenue with opportunities for new mixed-use commercial and office development. The MGSP also prioritizes mixed-use development as a way to increase residential use and density in the MGSP plan area. The MGSP vision and strategies are organized into four focus areas or districts: (1) Crossroads, (2) Main Street, (3) Gateway, and (4) Abbott. The MGSP establishes several new zoning districts in the plan area, including:

- ▶ MS-MU (Main Street Mixed-Use)
- ▶ XR-MU (Crossroads Mixed-Use)
- ▶ GW-MU (Gateway Mixed-Use)
- ▶ LD-MU (Library District Mixed-Use)
- ▶ AD-BP (Abbott District Business Park)

The proposed 600 Valley Way Residential Development Project (Project) is located within the northwestern portion of the MGSP plan area. The Project site is designated in the GWSP and City's General Plan as Gateway-Mixed Use (GW-MU). The GW-MU designation is characterized by a community-serving commercial orientation along I-880 and Calaveras Boulevard (State Route 237), located south of the Project site, and a neighborhood-serving transition area adjacent to existing neighborhoods within the northern end of the Gateway District, where the Project site would be located. This designation permits medium- to high-density residential (18 to 65 dwelling units per acre). Building height in the GW-MU designation cannot exceed 65 feet and the maximum number of stories is five. The proposed Project would remove two existing office buildings and three multi-tenant industrial buildings and develop a new multifamily residential community. The Project would include 24 new three-story townhome buildings, totaling 134 units, including 14 adaptable units, as well as a one-story clubhouse located in the center of the Project site. Of the 134 townhomes, 15 percent, or 20 units, would be offered as below-market-rate ownership units at the moderate-income level. Non-buildable areas throughout the Project site would be designated as common areas to provide easements for private ingress and egress, emergency vehicle access, shared utilities, and private drainage. The Project is consistent with the MGSP except for minor deviations allowed by the State Density Bonus Law (Government Code 65915-65918) and is considered a subsequent project as part of the implementation of the MGSP.

1.2 ENVIRONMENTAL REVIEW PROCESS

The City certified a Subsequent Environmental Impact Report (SEIR) for the MGSP on October 28, 2025 (State Clearinghouse No. 2024070432). The SEIR provides an assessment of the reasonably foreseeable and potentially significant adverse environmental effects of the MGSP that may occur beyond what was evaluated in the City of Milpitas 2040 General Plan EIR. The SEIR for the MGSP was prepared at the program "first-tier" level of environmental review consistent with the requirements of the California Environmental Quality Act (CEQA) (CEQA Guidelines Sections 15152 and 15168) for the overall MGSP area.

According to Section 15182 of the CEQA Guidelines, certain residential, commercial and mixed-use projects that are consistent with a specific plan adopted pursuant to Title 7, Division 1, Chapter 3, Article 8 of the Government Code are exempt from CEQA. Section 15182(c) of the CEQA Guidelines states that a residential project undertaken pursuant

to and in conformity to a specific plan that included certification of an EIR are exempt from CEQA unless one of the conditions described in CEQA Guidelines Section 15162 occur as a result of the project.

Section 15162 of the CEQA Guidelines lists the conditions that would require the preparation of a subsequent EIR or negative declaration. These include the following:

- ▶ 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;
- ▶ 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;
- ▶ 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:
 - The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - 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
 - 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

This environmental checklist document is intended to provide supporting information that none of the events outlined in CEQA Guidelines Section 15162 have occurred, that the Project is consistent with Section 15182 and the MGSP SEIR, and is therefore exempt from the provisions of CEQA.

2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The proposed 600 Valley Way Residential Development Project (Project) would involve the demolition of five non-residential buildings and the construction of a new 134-unit residential community on an approximately 7.22 acre site in the City of Milpitas. The Project would also include a vesting tentative map to combine the three existing site parcels into a single lot. The site is located within the Milpitas Gateway-Main Street Specific Plan area.

2.2 PROJECT LOCATION AND EXISTING LAND USES

The Project is located at 600 Valley Way in the western portion of the City of Milpitas, as shown in Figure 2-1. The Project site measures approximately 7.22-acres and consists of the parcels identified by Assessor Parcel Numbers (APNs) 222-80-25, 222-80-24, and 222-80-22. The Project site, located on generally flat paved land, currently contains 2 two-story office buildings and three single story multi-tenant industrial buildings. The existing buildings are currently vacant and total approximately 109,775 square feet, but were previously approximately 55 percent occupied with 35 of 64 units utilized. The Project site is currently bounded by residential uses to the north, commercial uses to the east, the I-880/State Route 237 interchange to the south, and I-880 to the west. The Project site contains an existing 8-inch public water main and an associated 15-foot waterline easement that runs through the middle of the Project site.

The Project is located within the Milpitas Gateway-Main Street Specific Plan (MGSP) area, which designates the site area as a Gateway Mixed-Use (GW-MU) zone. The GW-MU zone is characterized by a community-serving commercial orientation along I-880 and Calaveras Boulevard (State Route 237), located south of the Project site, and a neighborhood-serving transition area adjacent to existing neighborhoods within the northern end of the Gateway District, where the Project site would be located. The Project site is also identified as a “Rezone Site” for housing development in the City’s 2023-2031 Housing Element.

2.3 PROJECT OBJECTIVES

The applicant’s objectives for the proposed Project includes:

- ▶ Deliver a mix of market-rate and below-market-rate high-quality housing that complements the existing residential neighborhood.
- ▶ Develop housing at a density that meets the City of Milpitas Gateway–Main Street Specific Plan requirements, ensuring marketability and a reasonable return on investment to attract both equity and construction financing.
- ▶ Assist the City of Milpitas in meeting its regional housing needs allocation for market-rate and below-market-rate units, including 15 percent (20 units) of below-market-rate ownership housing at the moderate-income level.
- ▶ Revitalize and redevelop a vacant, underutilized office site into a residential community compatible with the surrounding neighborhood.
- ▶ Create a lively, walkable environment with a publicly accessible pedestrian pathway through the site, providing access for adjacent residents to surrounding community-serving retail and transit.
- ▶ Enhance the neighborhood’s architectural and visual character through buildings designed to be compatible with the surrounding residential scale and character.



Source: Adapted by Ascent in 2025.

Figure 2-1 **Project Location**

2.4 PROJECT DESCRIPTION

The proposed Project would involve the demolition of the existing two office buildings and three multi-tenant industrial buildings located on the current Project site. The Project would construct 24 new three-story townhome buildings, totaling 134 units, including 14 adaptable units, as well as one one-story clubhouse located in the center of the Project site, as shown in Figure 2-2. The proposed Project would total approximately 307,102 square feet of gross floor area, with a proposed density of 19 dwelling units per acre. Of the 134 townhomes, 15 percent, or 20 units, would be offered as below-market-rate ownership units at the moderate-income level. The remaining 114 units would be market-rate ownership units. Non-buildable areas throughout the Project site would be designated as common areas to provide easements for private ingress and egress, emergency vehicle access, shared utilities, and private drainage. The private streets would be covered by proposed 26-foot wide emergency vehicle access easements and typical 34-foot wide public services and utility easements. The proposed Project also includes a vesting tentative map that includes removal of existing property lines interior to the Project site and creation of easements for the townhome buildings, private streets, and common areas. The townhome units would ultimately be sold as condominiums, and the condominium units will be created in the Project's final map. The proposed vesting tentative map is shown on Figure 2-3.

The Project would be generally consistent with the MGSP Design Standards, such as orienting the ground floor residential unit entries towards publicly accessible pathways, achieving setbacks, and providing street trees. The only deviations are minor in nature and excepted from Design Standard requirements by waivers and concessions pursuant to the State Density Bonus Law (Gov. Code Section 65915).

2.4.1 Building Design

The townhome buildings would be constructed with a height of approximately 38 feet to the top of the roof and 45 feet to the tallest architectural element. The townhomes would incorporate various rooflines, balconies, and projections to create visual interest, along with a mixture of window sizes, decorative trim, and roof overhangs. The proposed clubhouse, which would be located at the approximate center of the Project site, would serve as the community hub, providing space for gatherings and a management office.

2.4.2 Parking and Vehicle Access

The townhomes would be built with a "tuck-under" style and include a private, two car garage per unit. The private garages would be accessed via the site's internal street network. A total of 328 parking spaces for residents and visitors would be provided through a combination of private garages and outdoor parking. Each private 2-car garage includes one Level 2 EV Ready stall and one Level 1 EV Ready stall. For outdoor guest parking, 25 percent of stalls would be EV charging stations with Level 2 infrastructure, and 75 percent would be Low Power Level 2 EV Ready. The Project has two points of access from the public right-of-way. The first is via a cul-de-sac to Valley Way on the eastern edge of the Project site, which would act as the main ingress/egress to the site. This frontage would contain three driveways on the cul-de-sac bulb and a public sidewalk, which would be rebuilt as part of the Project. The second point of access is via a short segment of Valley Way to the north of the Project site which would act solely as an emergency vehicle access point, outfitted with a new driveway and removable bollards. Non-emergency vehicle access to the Project site, such as residents and guests, would be provided from Valley Way at cu-de-sac and connect to internal private streets. A total of 134 long-term bicycle parking spaces would be provided in private garages for each unit. Additionally, 12 short-term bicycle parking spaces would be provided outdoors on site.

2.4.3 Landscaping

Along with demolition of the existing five buildings, the proposed Project would also demolish approximately 147,000 square feet of the existing parking lot. New private pedestrian walkways would be constructed within the new residential community, providing access to the proposed townhouses for future residents. A central open space spine

would provide connectivity to the adjacent single-family neighborhood and nearby commercial areas. A variety of activities and lounging spaces would be connected to the central open spine by paths that extend to all of the townhomes and surrounding neighborhood. Activities and facilities would include picnic areas, recreation areas, a dog run, and lounging areas with seating. While the Project would remove 115 trees protected by City Municipal Code Title 5, Chapter 2, Section 7, and 16 smaller trees, shrubs, and other vegetation as part of site preparation, landscaping would involve the installation of 341 new trees and the preservation of 7 protected trees to increase the overall site canopy. At least 75 percent of the landscaping would be drought tolerant, native species. Materials for the landscaping areas would include color concrete walks, accent paving, stucco walls, and wood trellises.

2.4.4 Utility Infrastructure

The Project site contains an existing 8-inch public water main and an associated 15-foot waterline easement that traverses through the approximate middle of the Project site, generally between Valley Way and the residential neighborhood north of the Project site. The water main would be abandoned and capped in place, and the associated easement would be vacated. A new 8-inch water pipeline would be routed through the new private streets. Associated water branch lines feeding the buildings would also be installed. Public storm and sewer mains would also be installed within the private streets.

The Project is expected to require eight new transformers within the private streets. Electricity would be provided from existing Pacific Gas and Electric facilities in the Project area. The proposed Project would be entirely electric with no natural gas connections. Each of the townhomes would be constructed to easily accommodate photovoltaic solar panels.

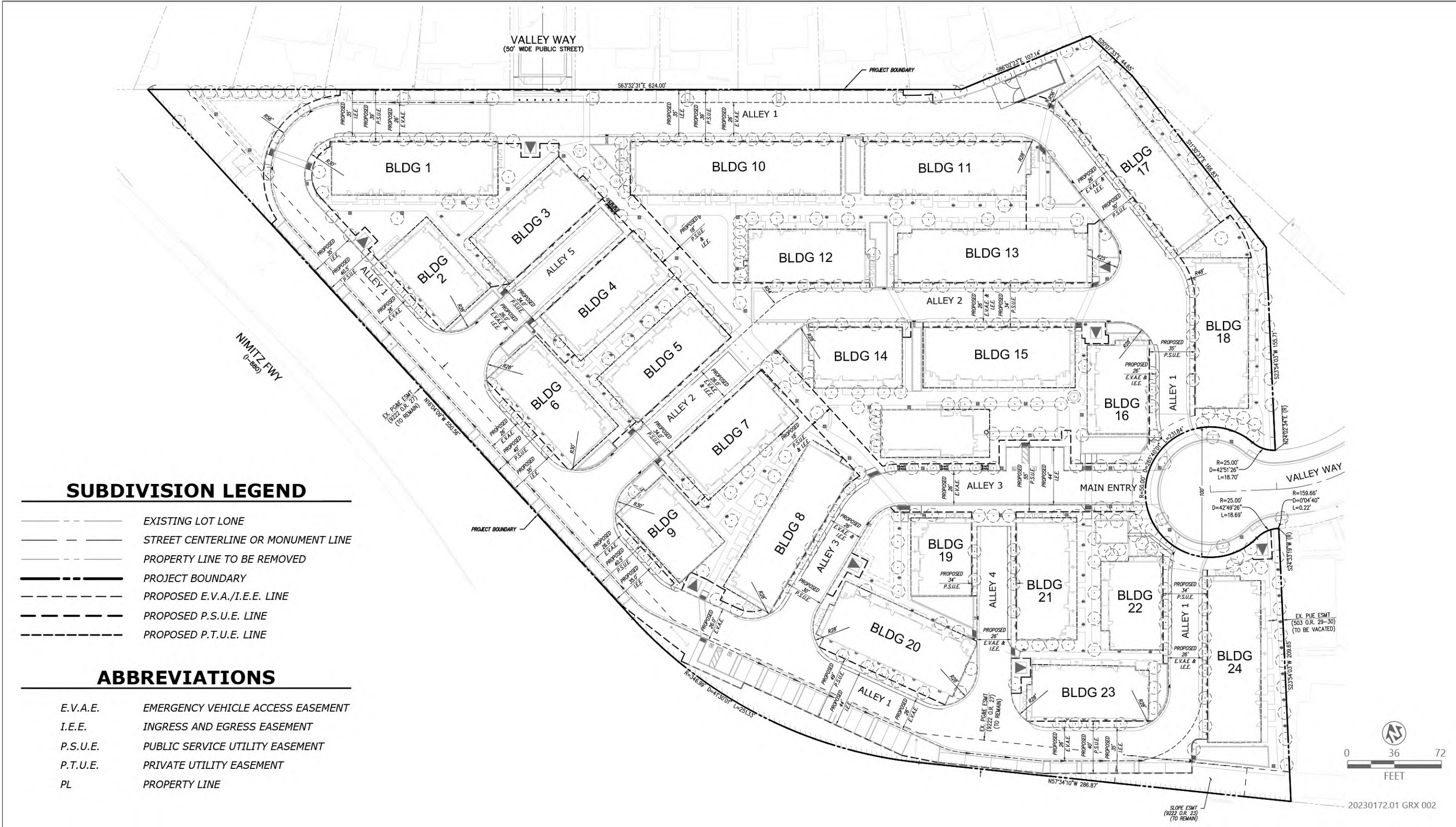
The proposed Project would increase impervious surface area on the Project site by approximately 40,982 square feet over existing conditions. However, in compliance with the Santa Clara Valley Urban Runoff Pollution Prevention Plan (SCVURPPP), the proposed Project would add new on-site stormwater treatment that would allow all stormwater runoff from impervious surfaces on the site to be treated prior to leaving the site and entering the public stormwater system. On-site treatment would be through bioretention areas and flow-through planters. Additionally, the Project would utilize other low-impact development methods, such as pervious pavers to allow precipitation to infiltrate the ground rather than becoming runoff.

Proposed water and sewer facilities would be constructed per City of Milpitas standards and dedicated to the City. The on-site water mains, sewer mains, water service laterals (up to and including the water meters), and sewer laterals (up to and excluding the sewer cleanouts) would be maintained by the City. Fire service facilities would be public up to the back flow prevention device and maintained by the City. The fire service line beyond the back flow prevention device would be private. All other surface and sub surface facilities within the would be maintained by the homeowners association, such as on-site storm drain facilities.



Source: Image produced and provided by Studio T Square in 2025; adapted by Ascent in 2025.

Figure 2-2 Conceptual Site Plan



Source: Image produced and provided by Studio T Square in 2025; adapted by Ascent in 2026.

Figure 2-3 Proposed Vesting Tentative Map

2.5 CONSTRUCTION

Based on the preliminary grading design for the proposed Project, there would be no export or import of cut and fill materials, respectively. Grading would be balanced on-site. The maximum excavation depth for utility trenching would be approximately 11 feet below existing ground surface, which is required for connection to the existing sewer main. Grading for surface improvements, such as building pads, would not extend more than approximately 5 feet below existing grade.

Project construction would begin with demolition of existing buildings on the Project site. Demolition would require approximately two months. Project construction would require approximately 30 months. All off-road construction equipment greater than 50 horsepower would meet Tier 4 emission standards of the US Environmental Protection Agency.

2.6 REQUIRED ACTIONS

The Project would require the following actions by the City.

- ▶ Approval for the new Project planning entitlements under the MGSP.
- ▶ Architectural (i.e., design) review and a tree removal permit for removal of protected trees.
- ▶ Approval of the vesting tentative map and lot line adjustments that reconfigures APNs 222-80-25, 222-80-24, and 222-80-22 into a single lot.

Other anticipated permits, approvals, and actions by the City associated with the Project includes the following:

- ▶ Issuance of demolition permits for removal of existing buildings and parking lots and building permits for construction of the new Project.
- ▶ Issuance of encroachment permits and on- and off-site improvement plans reviewed by the Department of Public Works.
- ▶ Approval of the State Density Bonus request and compliance with the City's Affordable Housing Ordinance.

This page is intentionally left blank.

3 ENVIRONMENTAL CHECKLIST

APPROACH TO THE ENVIRONMENTAL ANALYSIS

The purpose of this checklist is to evaluate the Project in terms of any “changed condition” (i.e., changed circumstances, Project changes, or new information of substantial importance) that may result in environmental impact significance conclusions more severe from those found in the MGSP SEIR. The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the State CEQA Guidelines. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162. 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 because it was analyzed and addressed with mitigation measures in the MGSP SEIR. For instance, the environmental categories might be answered with a “no” in the checklist because the impacts associated with the Project were adequately addressed in the MGSP SEIR, and the environmental impact significance conclusions of the MGSP SEIR remain applicable. The purpose of each column of the checklist is described below.

Where Impact was Analyzed

This column provides a cross-reference to the pages of the MGSP SEIR where information and analysis may be found relative to the environmental issue listed under each topic.

Do Proposed Changes Involve New Significant Impacts?

The significance of the environmental impacts of the Project-specific features not considered in the MGSP and its SEIR, is indicated in the columns to the right of the environmental issues.

Any New Circumstances Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the Project site or the vicinity (circumstances under which the Project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current Project having new significant environmental impacts that were not considered in the prior environmental documents or having substantial increases in the severity of previously identified significant impacts.

Any New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, 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 MGSP SEIR was certified as complete, requiring an update to the analysis of the SEIR to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the Project will have one or more significant effects not discussed in the SEIR; or (B) that significant effects previously examined will be substantially more severe than shown in the SEIR; or (C) that 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) that mitigation measures or alternatives which are considerably different from those analyzed in the SEIR would substantially reduce one or more significant effects on the environment, but the Project proponents decline to adopt

the Mitigation Measure or alternative, the question would be answered “yes” requiring the preparation of a CEQA document. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered “no” and no additional CEQA documentation would be required (i.e., Project is exempt from CEQA).

Do Prior Environmental Documents Mitigations Address/Resolve Impacts?

This column indicates whether the MGSP SEIR and adopted CEQA Findings provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A “yes” response will be provided in either instance. If “NA” is indicated, this Environmental Checklist Review concludes that there was no impact, or the impact was less-than-significant and, therefore, no mitigation measures are needed.

DISCUSSION AND MITIGATION SECTIONS

Discussion

A discussion of the elements of the checklist is provided under each environmental category 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.

Mitigation Measures

Applicable mitigation measures from the prior environmental review that would apply to the Project are listed under each environmental category. New mitigation measures are included, if needed.

Conclusions

A discussion of the conclusion relating to the need for additional environmental documentation is contained in each section.

3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Where Impact was Analyzed in the SEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the SEIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
I. Aesthetics.				
a) Have a substantial adverse effect on a scenic vista?	Pages 3.1-5 and 3.1-6 of Draft SEIR	No	No	N/A
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Page 3.1-5 of Draft SEIR	No	No	N/A
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 points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Pages 3.1-6 and 3.1-7 of Draft SEIR	No	No	N/A
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Page 3.1-7 of the Draft SEIR	No	No	N/A

3.1.1 Discussion

No substantial change in the environmental and regulatory settings related to aesthetics, described in the MGSP SEIR Section 3.1, Aesthetics, has occurred since certification of the SEIR in October 2025.

a) Have a substantial adverse effect on a scenic vista?

As described in the SEIR Section 3.1, Aesthetics, implementation of the MGSP would increase the level and potential height of development within the MGSP Plan Area. However, long distance views of and through the MGSP Plan Area are largely precluded by existing development, landscaping, and no expansive areas of open space would be removed as a result of Project implementation. Impacts related to scenic vistas as a result of the MGSP would be less than significant.

The proposed Project is consistent with the development density and type envisioned for the Project site in the MGSP. The townhome buildings would be constructed with a height of approximately 45 feet to the tallest architectural element. This is within the building heights envisioned for the Project site in the MGSP. Therefore, the proposed Project would have less than significant impacts on scenic vistas. There would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

As described in the SEIR Section 3.1, Aesthetics, there are no designated or eligible Caltrans Designated Scenic Highways within or near the MGSP Plan Area. Therefore, implementation of the MGSP would not damage scenic resources in the vicinity of a scenic highway. The proposed Project is in Milpitas, and therefore, consistent with the MGSP, would also have no impact to state scenic highway resources.

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 points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

As described in the SEIR Section 3.1, Aesthetics, implementation of the MGSP would result in the construction and operation of development within the MGSP Plan Area and could result in alteration of views, primarily due to potential development of high-rise residential structures. However, the development envisioned in the MGSP are subject to the MGSP Objective Design Standards, which are consistent with General Plan policies regarding urban design. Additionally, individual projects within the MGSP Plan Area are required to adhere to local zoning and land use requirements as well as the MGSP Objective Design Standards, including maintenance of existing views and implementation of screening measures (e.g., landscaping and other design features, primarily along the base of the structures). For these reasons, the SEIR determined the MGSP would not conflict with applicable zoning and other regulations governing scenic quality, and impacts would be less than significant.

The proposed Project would be consistent with the GW-MU land use designation of the Project site. For example, the GW-MU designation permits multi-family dwelling buildings with a maximum height of 65 feet. The proposed Project consists of multi-family dwelling buildings with a maximum height of 45 feet. The proposed Project would also be generally consistent with the MGSP Objective Design Standards. For example, ground-floor residential entries would be oriented towards the publicly accessible pathways, consistent with MGSP Design Standard 3.7.3. Consistent with Objective Design Standard 4.2.2.B, the facades of the proposed buildings would provide variations in building modulation, articulation, and fenestration. Consistent with MGSP Design Standard 3.6.4, the Project would include appropriately sized and spaced landscaping. Impacts would be less than significant. There would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

As described in the SEIR Section 3.1, Aesthetics, the MGSP would increase nighttime lighting within the MGSP Plan Area as a result of new light sources attributed to proposed residential and mixed-use development. The development envisioned in the MGSP is subject to the Milpitas General Plan 2040 policies and City lighting standards in the Municipal Code (Section XI-10-45.15-3) that address lighting and glare. The SEIR determined that impacts related to light and glare would be less than significant.

The proposed Project would include outdoor lighting. Lighting would meet the requirements of the City of Milpitas Municipal Code, as well as the policies in the General Plan 2040, which are described in SEIR Section 3.1, Aesthetics. Additionally, consistent with MGSP Objective Design Standard 3.8.1, the proposed location and position of outdoor lights would prevent nuisance light, or spillover of obtrusive light. Consistent with MGSP Urban Design Standard 4.2.3.A, the proposed Project would utilize vinyl windows, which have low reflectivity and glare. Accordingly, consistent with the MGSP, the proposed Project would have less than significant impacts related to light and glare. There would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

3.1.2 Mitigation Measures

No significant aesthetic impacts were identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP and have no new significant impacts. No mitigation is required.

3.1.3 Conclusion

No new circumstances or project changes have occurred nor has any new information been found that would result in new significant or substantially more severe impacts than those identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP. Therefore, the Project would not result in new or substantially more severe significant impacts to aesthetics.

3.2 AGRICULTURE AND FORESTRY RESOURCES

ENVIRONMENTAL ISSUES	Where Impact was Analyzed in the SEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the SEIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
II. Agriculture and Forest Resources.				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.				
In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Page 1-3 of the Draft SEIR	No	No	N/A
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	Page 1-3 of the Draft SEIR	No	No	N/A
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Page 1-3 of the Draft SEIR	No	No	N/A
d) Result in the loss of forest land or conversion of forest land to non-forest use?	Page 1-3 of the Draft SEIR	No	No	N/A
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	Page 1-3 of the Draft SEIR	No	No	N/A

3.2.1 Discussion

No substantial change in the environmental and regulatory settings related to agriculture or forestry resources has occurred since certification of the SEIR in October 2025. These resources are not present within the Project site.

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b) Conflict with existing zoning for agricultural use or a Williamson Act contract?
- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
- d) Result in the loss of forest land or conversion of forest land to non-forest use?
- e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

As discussed in Section 1.3.1 of the SEIR, the MGSP Plan Area is fully developed and no agricultural, forestry, or timber resources exist on or adjacent to the Plan Area. In addition, the Plan Area is not zoned for agricultural or forestry uses. For this reason, the SEIR determined that development envisioned in the MGSP would have no impact to agriculture or forestry resources. The proposed Project is in the Plan Area and consistent with the MGSP. Therefore, the proposed Project would also have no impact to agriculture or forestry resources.

3.2.2 Mitigation Measures

No impacts, including significant impacts to agriculture or forestry resources were identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP and have no impacts on agriculture or forestry resources. No mitigation is required.

3.2.3 Conclusion

No new circumstances or project changes have occurred nor has any new information been found that would result in new significant or substantially more severe impacts than those identified in the MGSP SEIR. Agriculture and forestry resources do not occur in the Project site, consistent with conditions described for these resources in the SEIR. Therefore, consistent with the MGSP, the proposed Project would have no impacts to agriculture or forestry resources.

3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Where Impact was Analyzed in the SEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the SEIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations.				
Are significance criteria established by the applicable air district available to rely on for significance determinations?				
Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	Pages 3.2-15 through 3.2-17 of the Draft SEIR	No	No	N/A
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Pages 3.2-15 through 3.2-17 of the Draft SEIR	No	No	N/A
c) Expose sensitive receptors to substantial pollutant concentrations?	Page 3.2-18 of the Draft SEIR	No	No	N/A
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Page 3.2-19 of the Draft SEIR	No	No	N/A

3.3.1 Discussion

No substantial change in the environmental and regulatory settings related to air quality, described in the MGSP SEIR Section 3.2, Air Quality, has occurred since certification of the SEIR in October 2025.

a) Conflict with or obstruct implementation of the applicable air quality plan?

As discussed in SEIR Section 3.2, Air Quality, the MGSP would be consistent with the General Plan policies and the Bay Area Air Quality Management District's (now known as Bay Area Air District) 2017 Clean Air Plan because the development envisioned in the MGSP would increase service population and decrease vehicle miles traveled (VMT), thus it would be consistent with the 2017 Clean Air Plan and General Plan policies. Impacts of the MGSP were determined to be less than significant.

The proposed Project is consistent with the development type and density envisioned in the MGSP. Therefore, the proposed Project would be consistent with the 2017 Clean Air Plan and General Plan policies pertaining to air quality. Consistent with the MGSP, impacts of the proposed Project would be less than significant. There would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

As discussed in SEIR Section 3.2, Air Quality, construction of the development envisioned in the MGSP would result in short-term temporary increases in criteria air pollutants and ozone precursors as a result of off and on road vehicle exhaust and dust emissions associated with earthwork and vehicular travel. The SEIR states that while the MGSP envisions more development in the MGSP Plan Area than the General Plan (prior to adoption of the MGSP), construction equipment fleets would continue to become cleaner over time, preventing a substantial increase in exhaust emissions. Additionally, the MGSP is consistent with General Plan policies CON 1-1, 1-4 through 1-6, CON 1-8, 7-2 through 7-7 which all pertain to air quality construction impacts and require future land use development to incorporate and adhere to dust control measures in accordance with Bay Area Air District's Best Management Practices for fugitive dust control during construction. For these reasons, the SEIR determined that construction of the development envisioned in the MGSP would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment, and impacts would be less than significant.

The proposed Project would be consistent with the development density and building massing envisioned in the MGSP. Therefore, construction of the proposed Project would not increase the intensity or duration of construction beyond what was reasonably assumed in the SEIR. Construction of the Project would include typical activities, such as grading, trenching, and excavation, which are assumed construction activities in the MGSP. Additionally, during Project construction, all off-road construction equipment greater than 50 horsepower would meet US Environmental Protection Agency (EPA) Tier 4 emission standards, exceeding current typical construction practice. The use of Tier 4 equipment would be consistent with the assumption from the SEIR stated in the prior paragraph above regarding cleaner equipment fleets into the future. Additionally, because the Project would be consistent with the MGSP, the Bay Area Air District's Best Management Practices for fugitive dust control during construction would be implemented during construction of the proposed Project. Therefore, the proposed Project would not result in substantially different construction emissions than discussed for the MGSP in the SEIR. The construction impacts of the proposed Project would therefore be less than significant, consistent with the impacts of the MGSP.

As discussed in SEIR Section 3.2, Air Quality, operational emissions per service population would decrease or stay the same for each criteria pollutant as a result of the MGSP. The SEIR states that this is due to increased residential densities and decreased non-residential development that would exist in the MGSP Plan Area after build out of the MGSP, including a reduction in VMT and associated vehicle emissions. For these reasons, the SEIR determined that operation of the development envisioned in the MGSP would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment, and operational impacts would be less than significant.

The proposed Project would be consistent with the land use and density envisioned for the Project site in the MGSP. The Project would remove five existing buildings and redevelop the site with 134 dwelling units, consistent with the analysis of operational impacts in the SEIR. Additionally, as discussed in SEIR Section 3.11, Transportation, the VMT generated by residential development associated with the MGSP would be below the applied significance threshold, which represents a decrease in VMT compared to existing conditions in the region. Therefore, the proposed Project would not result in substantially different operation emissions than discussed for the MGSP in the SEIR. The operational impacts of the proposed Project would therefore be less than significant, consistent with the impacts of the MGSP. There would be no new or substantially more severe significant impacts related to criteria pollutants than previously identified in the MGSP SEIR.

c) Expose sensitive receptors to substantial pollutant concentrations?

As discussed in SEIR Section 3.2, Air Quality, the development envisioned in the MGSP would not add new or additional sources of toxic air contaminant (TAC) emissions. The SEIR determines that impacts related to substantial pollutant concentrations would be less than significant. However, SEIR Section 3.2 states that if future individual projects in the GWSP Plan Area may result in exposure to TACs, these future projects would be required to implement mitigation measures to reduce the impact to a less than significant level, consistent with Bay Area Air District requirements.

As discussed in Section 2, Project Description, of this environmental checklist, the during construction of the proposed Project, all off-road construction equipment greater than 50 horsepower would meet EPA Tier 4 emission standards. Using EPA Tier 4 construction equipment can reduce exposure to toxic air contaminants during construction by substantially lowering emissions of diesel particulate matter, nitrogen oxides (NO_x), and other harmful pollutants (EPA 2004). Tier 4 engines are equipped with advanced emission control technologies (CAPCOA 2024). These advanced emission control technologies capture and neutralize fine particulates and gaseous pollutants before they are released into the air. As a result, construction activities generate cleaner exhaust, improving air quality on and near the site and reducing potential health risks of exposure to substantial concentrations of TACs for workers and nearby communities. Therefore, the use of Tier 4 equipment at the Project site would reduce exposure to TACs for both Project construction workers and for residents in the existing neighborhood adjacent to the north of the Project site. In operation, the proposed Project would result in residential land uses with no substantial sources of TACs. Accordingly, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations, including TACs. Consistent with the MGSP, the impacts of the Project would be less than significant, and no mitigation is required. There would be no new or substantially more severe significant impacts related to substantial pollutant concentrations and sensitive receptors than previously identified in the MGSP SEIR.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

As discussed in SEIR Section 3.2, Air Quality, construction of the development envisioned in the MGSP would generate odors that some may find objectionable, such as emissions generated by heavy-duty diesel equipment and the laying of fresh asphalt during future anticipated construction activities. These odors were determined to be less than substantial because they would be intermittent and temporary and would dissipate rapidly from the source of the emission. The SEIR determines that operation of the development in the MGSP would not introduce new sources of odors adversely affecting a substantial number of people. For these reasons the MGSP SEIR determined that impacts related to odors would be less than significant.

Diesel exhaust odor comes primarily from gaseous pollutants produced during incomplete combustion, such as unburned hydrocarbons, aldehydes, sulfur compounds, and nitrogen oxides (Cernansky 1983). As discussed in checklist item "c)" above, Tier 4 equipment would be used during construction of the proposed, which would reduce gaseous pollutants in diesel emissions. This would reduce the potency of the odors in diesel emissions. Additionally, as described in the MGSP SEIR, construction emissions would be temporary and intermittent. Asphalt and diesel emissions would generally be associated with the earlier stages of construction, including demolition and site preparation work. Framing and architectural finishing would not require substantial use of diesel equipment or asphalt work. In operation, the Project would consist of residential uses, typical of uses adjacent to north of the site where receptors are located. Residential uses are not associated with emissions of odors affecting a substantial number of people. Therefore, consistent with the MGSP, the impacts of the Project would be less than significant, and no mitigation is required. There would be no new or substantially more severe significant impacts related to adverse odor than previously identified in the MGSP SEIR.

3.3.2 Mitigation Measures

No significant air quality impacts were identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP and have no new significant impacts. No mitigation is required.

3.3.3 Conclusion

No new circumstances or project changes have occurred, nor has any new information been found that would result in new significant or substantially more severe significant impacts than those identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP. Therefore, the Project would not result in new or substantially more severe significant impacts to air quality.

3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Where Impact was Analyzed in the SEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the SEIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
IV. Biological Resources.				
Would the Project:				
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 the U.S. Fish and Wildlife Service?	Pages 3.3-22 through 3.3-28 of the Draft SEIR	No	No	N/A
b) 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 Wildlife or the U.S. Fish and Wildlife Service?	Pages 3.3-28 through 3.3-29 of the Draft SEIR	No	No	N/A
c) 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?	Pages 3.3-30 through 3.3-31 of the Draft SEIR	No	No	N/A
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 native wildlife nursery sites?	Pages 3.3-29 through 3.3-30 of the Draft SEIR	No	No	N/A
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Pages 3.3-31 through 3.3-32 of the Draft SEIR	No	No	N/A
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Page 3.3-21 of the Draft SEIR	No	No	N/A

3.4.1 Discussion

No substantial change in the environmental and regulatory settings related to biological resources, described in the MGSP SEIR Section 3.3, Biological Resources, has occurred since certification of the SEIR in October 2025.

- 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 the U.S. Fish and Wildlife Service?**

As described in the SEIR Section 3.3, Biological Resources, implementation of the MGSP could result in the disturbance to several special-status plant species and special-status wildlife species if present in or near the project area. Adherence to General Plan Action CON-3b would provide protection for special-status species by requiring pre-construction surveys, implementation of mitigation measures identified by a qualified biologist, and training for contractors and sub-contractors to identify and avoid protected species and habitat. For these reasons, the SEIR determined that impacts would be less than significant.

The proposed Project site is located on land identified as developed and non-native forest and does not contain any aquatic resources on the Project site. The SEIR identified nine special-status plants in the MGSP Area, however, these identified plant species are typically found in wetland habitats. As mentioned, the Project site does not contain any aquatic resources, thus the proposed Project would not create new significant or substantially more severe impacts on special-status plant species. However, nine special-status wildlife species located within the MGSP Area have the potential to occur on the Project site. The proposed Project includes the removal of existing trees and vegetation, ground disturbance, staging, or heavy equipment operation which may result in the direct loss of special-status species. However, the proposed Project would be required to adhere to General Action Plan CON-3b which would reduce impacts. Thus, impacts would be less than significant, consistent with the MGSP, and there would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

- b) **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 Wildlife or the U.S. Fish and Wildlife Service?**

As described in the SEIR Section 3.3, Biological Resources, implementation of the MGSP could result in the degradation or loss of riparian habitat, other sensitive natural communities, or the reduction in the function of these habitats, if present. Adherence to General Plan Action CON-3b would provide protection for riparian habitat and sensitive natural communities by requiring protective barriers, reducing soil compaction, and providing pre-construction training for contractors and sub-contractors. Additional Policies CON 3-1, CON 3-2, CON 3-3, CON 3-5, and Actions CON-3c through CON-3h form the General Plan would minimize impacts on riparian habitat and sensitive natural communities. For these reasons, the SEIR determined that impacts would be less than significant.

The proposed Project site is located on land identified as developed and non-native forest and does not contain any aquatic resources on the Project site. The Project is not located on any riparian habitat or any sensitive natural community. Thus, the proposed Project would have no impact, and there would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

- c) **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?**

As described in SEIR Section 3.3, Biological Resources, implementation of the MGSP may include ground disturbance, vegetation removal, and land development, which could result in adverse effects to water quality, or in fill or discharge into wetlands, Penitencia Creek, and Wrigley Ford Creek if present within or adjacent to the development. However, implementation of existing federal, state, and local regulations and General Plan actions such as Policies CON 3-1, CON 3-2, CON 3-3, CON 3-5, and CON 3-7 and Actions CON-3c, CON-3d, CON-3f, and CON-3j of the

General Plan minimize impacts on aquatic habitat in the MGSP Plan Area and protect state and federally protected wetlands and waters. For these reasons, the SEIR determined that impacts would be less than significant.

As mentioned above under b), the Project site is located on lands identified as developed and non-native forest and does not contain any state or federally protected wetlands or waters. Thus, the proposed Project would not have impacts to state or federally protected wetlands and waters, and there would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

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 native wildlife nursery sites?

As discussed in Section 3.3.3 in Section 3.2, Biological Resources of the SEIR, the MGSP Plan Area does not contain any portion of a modeled Essential Connectivity Area or natural landscape block. The MGSP Plan Area contains little natural habitat and is surrounded by urban development that limits wildlife movement within the region surrounding the Plan Area. Furthermore, the MGSP Plan Area is adjacent to I-880 to the west and I-680 is to the east, which are a significant barrier to wildlife movement in the project area. For this reason, the SEIR determined that wildlife movement corridors would not be discussed further in the SEIR.

As described in the SEIR Section 3.3, Biological Resources, implementation of the MGSP would result in the construction of new buildings or infrastructure that could adversely affect potential bat roosting sites. However, future development would adhere to policies and actions in the General Plan Update, which would minimize impacts on bat roosts by preventing removal of large, mature trees, as well as the MGSP Objective Design Standards, which ensures that a minimum of 20 percent of open space area shall be planted with native trees. For these reasons, the SEIR determined that impacts would be less than significant.

The proposed Project is in the Plan Area and consistent with the MGSP and would not have effects on any wildlife movement corridors. However, the proposed Project would result in the demolition of five non-residential buildings and the removal of existing trees, which may affect bat roosts. However, the proposed Project would comply with MGSP Design Standard 4.3.4.A by providing street trees. Additionally, the existing buildings that would be demolished are occupied and not dilapidated or in disrepair, minimizing their suitability for bat roosts. Accordingly, consistent with the MGSP, the proposed Project would have less than significant impacts to native wildlife nursery sites, as trees would provide potential bat roosting habitat. Thus, the proposed Project would not have significant impacts to wildlife corridors or wildlife nursery sites and there would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

As described in the SEIR Section 3.3, Biological Resources, implementation of the MGSP could result in the removal of trees, which would conflict with the City of Milpitas Tree Protection Regulations. Future development would comply with MGSP Objective Design Standards related to removal of trees, and the measures outlined in the General Plan Update, therefore, they will inherently comply with local ordinance codes and policies, including City of Milpitas Tree Protection Regulations. Thus, the SEIR determined that impact would be less than significant.

The proposed Project would result in the demolition of existing non-residential buildings and construction of 24 townhome buildings, which may result in the removal of existing trees. However, the Project would be generally consistent with the MGSP Design Standards, including MGSP Design Standard 4.3.4.A which requires street trees to be included with landscape design. While the Project would remove approximately 115 trees protected by the City's Tree Protection and Heritage Tree Program, as well as 16 smaller trees, shrubs, and other vegetation, landscaping associated with the Project would involve the installation of 341 new trees and the preservation of 7 protected trees. Per the City's Tree Protection and Heritage Program, permits for removal of these trees would be required as well as a replacement tree planting ratio of 2:1. Through compliance of the Tree Protection and Heritage Program and installation of 341 new trees to replace the 131 proposed to be removed, the Project would not conflict any local

policies or ordinances protecting biological resources. Accordingly, consistent with the MGSP, the proposed Project would have a less than significant impact. Thus, the proposed Project would not have significant impacts to local policies or ordinances protecting biological resources and there would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

As described in Section 3.3.3 in Section 3.3, Biological Resources of the SEIR, the MGSP Plan Area is within the Expanded Study Area for burrowing owl conservation in the Santa Clara Valley Habitat Plan (SCVHP) (County of Santa Clara et al. 2012). The geographical area of the primary SCVHP Study Area was determined inefficient to adequately mitigate and contribute to the recovery of western burrowing owl, thus areas outside of the primary SCVHP Study Area, which includes the City of Milpitas, were included to help meet the goals of the SCVHP. However, projects or actions initiated by other jurisdictions not listed as Permittees in the SCVHP are excluded from this coverage. Because the City of Milpitas is not listed as a Permittee under the SCVHP, the MGSP Plan Area would include conservation measures for western burrowing owls consistent with the SCVHP's conservation strategies for this species. Therefore, it was determined in the SEIR that this issue would not be evaluated further. The proposed Project is in the Plan Area and would be consistent with the MGSP. Therefore, the proposed Project would also have no impacts on conflict with the provisions of an adopted Habitat Conservation Plan.

3.4.2 Mitigation Measures

No significant biological resources impacts were identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP and have no new significant impacts. No mitigation is required beyond measures pursuant to the MGSP SEIR.

3.4.3 Conclusion

No new circumstances or project changes have occurred nor has any new information been found that would result in new significant or substantially more severe impacts than those identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP. Therefore, the Project would not result in new or substantially more severe significant impacts to biological resources.

3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Where Impact was Analyzed in the SEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the SEIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
V. Cultural Resources.				
Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Pages 3.4-16 through 3.4-17 of the Draft SEIR	No	No	Yes
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Pages 3.4-17 through 3.4-19 of the Draft SEIR	No	No	Yes
c) Substantially disturb human remains, including those interred outside of dedicated cemeteries?	Page 3.4-22 of the Draft SEIR	No	No	Yes

3.5.1 Discussion

No substantial change in the environmental and regulatory settings related to cultural resources, described in the MGSP SEIR Section 3.4, Cultural and Tribal Cultural Resources, has occurred since certification of the SEIR in October 2025.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

As described in SEIR Section 3.4, Cultural and Tribal Cultural Resources, implementation of the MGSP could result in demolition of historical resources through the increase in density for development. Implementation of SEIR Mitigation Measures 3.4-1a and 3.4-1b would reduce potentially significant impacts on historic resources because actions would be taken to evaluate historic age buildings and record those that are determined to be historical resources under CEQA. However, because the potential for permanent loss of a historic resource or its integrity cannot be precluded, the SEIR determined that impacts on historical resources would be significant and unavoidable.

Based on past aerial photographs, several of the existing buildings on the Project site date to at least 50 years in age. Fifty years is generally when buildings can be considered for historic eligibility. The Project would involve demolition of these existing buildings, which may result in the loss of a historic resource if applicable to one or more of the existing buildings. However, a historical report was prepared for the proposed Project which concluded that the existing buildings located on the Project site are not considered to be a historical resource (see Appendix A). Thus, the proposed Project would have no impact on historical resources, and there would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

As described in SEIR Section 3.4, Cultural and Tribal Cultural Resources, implementation of the MGSP could result in discovery or damage of yet undiscovered archaeological resources. Implementation of SEIR Mitigation Measures 3.4-2a, 3.4-2b, 3.4-2c, 3.4-2d, and 3.4-2e would reduce potentially significant impacts on archaeological resources

because workers awareness training would be required and monitoring within 100 feet from known resources. However, some archaeological resources may not be avoided during future projects. Therefore, the SEIR determined that impacts on archaeological resources would be significant and unavoidable.

While the proposed Project is located on previously disturbed and developed land, the proposed Project would require subsurface construction work, such as grading, trenching, and excavation, which may result in the loss of an archaeological resource. One precontact archaeological site is known to be located within 100 feet of the Project site. Therefore, the proposed Project would comply with adopted Mitigation Measures 3.4-2a through 3.4-2e, as described in the MGSP SEIR, to reduce potential impacts to archaeological resources. Due to the known resource and general sensitivity of the area, some archaeological resources may not be able to be fully avoided. Thus, impacts would be significant and unavoidable, consistent with the MGSP, and there would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

c) Substantially disturb human remains, including those interred outside of dedicated cemeteries?

As described in SEIR Section 3.4, Cultural and Tribal Cultural Resources, implementation of the MGSP could result in the disturbance of human remains, as un-marked, previously unknown human remains are present within or in the immediate vicinity of the MGSP Area. However, future development would be required to comply with California Health and Safety Code Section 7050.5 and California Public Resources Code (PRC) Section 5097, which would provide an opportunity to avoid or minimize the disturbance of human remains, and to appropriately treat any remains that are discovered. Therefore, the SEIR determined that impacts on human remains would be less than significant.

As mentioned above under a) and b), the Project is located on previously disturbed and developed land and would result in activities that may uncover unmarked, previously unknown human remains. Human remains are known to be located within the immediate vicinity of the Project site. The proposed Project would be required to comply with California Health and Safety Code Section 7050.5 and PRC Section 5097 which would require that if human remains are discovered, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the County coroner shall be notified immediately. If the remains are determined by the coroner to be Native American origin or affiliation, the Native American Heritage Commission shall be notified within 24 hours and the guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains. Accordingly, consistent with the MGSP, the proposed Project would have less than significant impacts to human remains.

3.5.2 Mitigation Measures

The following adopted mitigation measures were identified in the MGSP SEIR and would continue to remain applicable if the Project were approved.

Mitigation Measure 3.4-2a: Prepare and Implement Worker Training Program

A training program will be provided to all construction personnel active on a given project site prior to implementation of earth moving activities. A qualified archaeologist meeting the United States Secretary of Interior guidelines for professional archaeologists shall prepare the program and provide the training to all construction personnel. The program will include relevant information regarding archaeological resources, including protocols for resource avoidance, applicable laws regulations, and the consequences of violating them. The program will also underscore the requirement for confidentiality and culturally appropriate treatment of any find of significance as well as the actions that need to be taken after a find is made.

Mitigation Measure 3.4-2b: Identify and Protect Unknown Archaeological Resources

During project-specific environmental review of development under the Specific Plan for any projects that include ground disturbance, the project applicant shall hire a qualified archaeologist to determine the potential for the project to result in significant impacts. At a minimum, the effort shall include the following steps:

1. Records search – The qualified archaeologist shall request a record's search of the entire project area plus a one-half mile buffer from the Northwest Information Center at Sonoma State University.
2. Surface survey exposed soil – The qualified archaeologist shall complete a pedestrian survey of any exposed soils on the project site.
3. Reporting – The qualified archaeologist shall complete a report/memo that summarizes the results of the record search and pedestrian survey as well as provides recommendations for additional study and/or mitigation measures to protect and/or reduce significant impacts to archaeological resources, as needed. If indigenous materials are identified, the associated tribe(s) will be contacted by the City and will be given the opportunity to review the report and provide input for consideration.
4. Preservation in place – The project applicant shall consult with the qualified archaeologist to consider means of avoiding or reducing ground disturbance within the archaeological site boundaries, including minor modifications of building footprint, landscape modification, the placement of protective fill (capping), the establishment of a preservation easement, or other means that will avoid or substantially preserve the resource in place. If avoidance or substantial preservation in place is not possible, the project applicant shall implement Mitigation Measure 3.4-2(e).

Mitigation Measure 3.4-2c: Identify and Protect Known Unique Archaeological Resources

During project-specific environmental review of development under the Specific Plan for any projects that include ground disturbance, the project applicant shall define each project's area of effect for archaeological resources. The project applicant shall determine the potential for the project to result in cultural resources impacts, based on the extent of ground disturbance and site modification anticipated for the project. The project applicant shall implement the following steps where it has been determined under Mitigation Measure 3.4-2b(iv) that avoidance or preservation in place is not feasible, a qualified archaeologist, in consultation with the City, and Native American tribe(s) as applicable, shall:

1. Retain a qualified archaeologist to conduct a subsurface investigation of the archaeological site, to ascertain whether buried archaeological materials are present and, if so, the extent of the deposit relative to the project's area of effects. The project applicant shall be responsible for facilitating access to the archaeological site if it is paved at the moment of testing. If an archaeological deposit is discovered, the archaeologist shall prepare a site record and a written report of the results of investigations and filed with the appropriate Information Center of the California Historical Resources Information System. The archaeological resource shall be evaluated by a qualified archaeologist, who shall determine whether it qualifies as a historical resource or a unique archaeological resource under the criteria of CEQA Guidelines Section 15064.5.
2. If the resource does not meet the criteria of CEQA Guidelines Section 15064.5, then it shall be noted in the environmental document and no further mitigation is required unless there is a discovery during construction. In the event of a discovery Mitigation Measure 3.4-2e below shall be implemented. However, the archaeological resource may be identified as a tribal cultural resource regardless even if it is determined that it is not a unique archaeological resource (See Mitigation Measures 3.4-3b and 3.4-3c below for further information).
3. If archaeological material within the project's area of effects is determined to qualify as a historical resource or a unique archaeological resource (as defined by CEQA), the project applicant shall consult with the qualified archaeologist to prepare a research design and archaeological data recovery plan for the recovery that will capture those categories of data for which the site is significant and implement the data recovery plan prior to or during development of the site. The archaeologist shall prepare a written report of the results of the data recovery and filed with the appropriate Information Center of the California Historical Resources Information System.
4. If, in the opinion of the qualified archaeologist and tribe(s) as applicable and in light of the data available, the significance of the site is such that data recovery cannot capture the values of the resource, the project applicant shall reconsider project plans in light of the high value of the resource, and implement more substantial modifications to the project that would allow the site to be preserved intact, such as project redesign, placement

of fill, or project relocation or abandonment. If no such measures are feasible, the project applicant shall implement Mitigation Measure 3.4-2d.

Mitigation Measure 3.4-2d: Retain Archaeological Monitor

During project-specific environmental review of development under the Specific Plan, the project applicant shall retain an archaeological monitor for projects where an archaeological resource cannot be preserved or avoided. The archaeological monitor shall be retained prior to the commencement of any ground-disturbing activities (e.g., tree removals, boring, excavation, drilling, and trenching) for the future projects within 100 feet from all known archaeological resources that have been determined eligible or listed in the California Register of Historic Resources (CRHR) and National Register of Historic Places (NRHP), California Historical Landmarks, and any archaeological resources that have not been evaluated for its significance. A copy of the executed monitoring agreement shall be submitted to the project applicant and the City prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries. Monitor logs will identify and describe any discovered archaeological resource. Copies of monitor logs will be provided to the project applicant.

Mitigation Measure 3.4-2e: For All Ground-Disturbing Construction Activities, Halt Ground Disturbance Upon Discovery of Subsurface Archaeological Features

During project-specific environmental review under the Specific Plan, for projects where no archaeological materials have been identified as part of Mitigation Measures 3.4-2b and 3.4-2c, in the event that any precontact or historic era subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits are discovered during construction, all ground-disturbing activity within 100 feet of the resources shall be halted and a qualified professional archaeologist shall be retained to assess the significance of the find. If the qualified archaeologist determines the archaeological material to be Native American in nature, the project applicant shall contact the appropriate Native American tribe for their input on the preferred treatment of the find. Mitigation Measure 3.4-2b(iv) or Mitigation Measure 3.4-2c and Mitigation Measure 3.4-2d shall be implemented.

3.5.3 Conclusion

No new circumstances or project changes have occurred nor has any new information been found that would result in new significant or substantially more severe impacts than those identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP, including MGSP SEIR mitigation measures. Therefore, the Project would not result in new or substantially more severe significant impacts to cultural resources.

3.6 ENERGY

ENVIRONMENTAL ISSUES	Where Impact was Analyzed in the SEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the SEIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
VI. Energy.				
Would the Project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Pages 3.5-8 through 3.5-11 of the Draft SEIR	No	No	N/A
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Pages 3.5-11 through 3.5-12 of the Draft SEIR	No	No	N/A

3.6.1 Discussion

No substantial change in the environmental and regulatory settings related to energy, described in the MGSP SEIR Section 3.5, Energy, has occurred since certification of the SEIR in October 2025.

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

As discussed in SEIR 3.5, Energy, implementation of the MGSP would be consistent with relevant federal, state, and local regulations and would not result in any significant adverse impacts related to project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for during buildout of the MGSP, including during construction, operations, maintenance, and/or removal. Thus, the SEIR determined that impacts would be less than significant.

The proposed Project would be required to comply with the same relevant federal, state, and local regulations, including General Plan policies CD 11-2, CD 11-5, CD 11-11, CON 1-1 through CON 1-6, CON 1-9, and CON 7-13, which pertain to the use of building materials that conserve energy and material resources, the encouragement of alternative energy, fuel-efficient vehicles and equipment, and site planning and building techniques that promote energy conservation, renewable energy sources, building best management practices, energy efficiency practices and materials, and the promotion of green energy initiatives. For example, each residential building would be "photovoltaic ready," which means the buildings would easily accommodate a future solar panel array on the rooftops. Additionally, of the 328 the parking spaces proposed, approximately 285 of these spaces would be either designated for electric vehicles or have electric vehicle charging equipment. The Project would also include bicycle parking to encourage active transportation modes instead of vehicle use, reducing the consumption of fuel. Through compliance with the relevant energy related regulations, the proposed Project would be required to implement energy efficient measures and would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Thus, impacts would be less than significant, consistent with the MGSP, and there would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As discussed in SEIR 3.5, Energy, implementation of the MGSP would be required to comply with General Plan policies, the Milpitas Climate Action Plan Update (CAP) (City of Milpitas 2022), and Appendix D of the California Air Resources Board's 2022 Scoping Plan (CARB 2022) to expand renewable energy and energy efficiency in the MGSP Area. Thus, because the MGSP would be consistent with each of these documents, the MGSP would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and this impact was determined to be less than significant.

The proposed Project is within the MGSP Area and would comply with the General Plan policies, CD 11-2, 11-5, 11-11, CON 1-1 through 1-6, 1-9, 7-13, UCS 1-3 and 6-1. Additionally, as shown in Appendix B the proposed Project would be consistent with measures in the Milpitas CAP, including measures BE-1.1 through 1.3 and BE-2.1 through 2.4, which pertain to the City achieving 100 percent carbon-free electricity by 2030, facilitating innovative approaches to energy generation distribution and storage, strengthening community awareness of energy efficiency, conservation, electrification, and clean energy, adopting updated "reach" building codes to accelerate all-electric new development. For example, the Project would not include natural gas and instead would be all electric, consistent with the CAP measure to accelerate all-electric development. The Project would also be consistent with Appendix D of the 2022 Scoping Plan. Consistent with the MGSP, impacts of the proposed Project would be less than significant. There would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

3.6.2 Mitigation Measures

No significant energy impacts were identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP and have no new significant impacts. No mitigation is required.

3.6.3 Conclusion

No new circumstances or project changes have occurred nor has any new information been found that would result in new significant or substantially more severe significant impacts than those identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP. Therefore, the Project would not result in new or substantially more severe significant impacts to energy.

3.7 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Where Impact was Analyzed in the SEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the SEIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
VII. Geology and Soils.				
Would the Project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Page 1-3 of the Draft SEIR	No	No	N/A
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 California Geological Survey Special Publication 42.)	—	—	—	—
ii) Strong seismic ground shaking?	—	—	—	—
iii) Seismic-related ground failure, including liquefaction?	—	—	—	—
iv) Landslides?	—	—	—	—
b) Result in substantial soil erosion or the loss of topsoil?	Page 1-3 of the Draft SEIR	No	No	N/A
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?	Page 1-3 of the Draft SEIR	No	No	N/A
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	Page 1-3 of the Draft SEIR	No	No	N/A
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Page 1-3 of the Draft SEIR	No	No	N/A
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Page 1-3 of the Draft SEIR	—	—	—

3.7.1 Discussion

No substantial change in the environmental and regulatory settings related to geology and soils resources has occurred since certification of the SEIR in October 2025.

- 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 California Geological Survey Special Publication 42.)**
 - ii) **Strong seismic ground shaking?**
 - iii) **Seismic-related ground failure, including liquefaction?**
 - iv) **Landslides?**

As discussed in Section 1.3.2 of the SEIR, there are known active faults located in the region of the MGSP Area. Additionally, an Alquist-Priolo Earthquake Fault Zone, the Hayward Fault Zone, traverses the city, east of the MGSP Area. All projects would be required to comply with the California Building Standards Code (CBSC), the General Plan, and other regulations to reduce potential geologic hazards, at-risk buildings and infrastructure is evaluated for potential risks, and site-specific studies are completed for area subject to liquefaction. The SEIR determined that new development would not create new seismic events or exacerbate existing seismic hazards, because limited ground disturbance would not alter seismic and fault conditions in the region. Therefore, impacts related to geology and soils were determined to be less than significant in the SEIR, and this impact was not discussed further.

As mentioned, the Hayward Fault Zone traverses the City of Milpitas, and is located approximately 2 miles northeast of the proposed Project site (DOC 2025). However, the Project site is not within an Alquist-Priolo Earthquake Fault Zone and the probability of ground surface rupture is considered to be very low. A geotechnical report was prepared for the Project, which identified the Calaveras and Mount Diablo Thrust faults as other major active faults in the area of the Project site. While ground shaking from earthquakes on other faults in the region would be felt in the region, including at the Project site, the seismicity of the site is governed by the activity of the Hayward Fault. Due to the location of the Project site within a seismically active region, the geotechnical report determined that strong ground shaking could occur at the Project site. Additionally, the Project is located within a liquefaction zone (DOC 2024). However, the environmental impact analyses under CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents unless the proposed project might cause or risk exacerbating environmental hazards or conditions that already exist (State CEQA Guidelines, section 15126.2(a)). In those specific instances, it is the project's impact on the environment and not the environment's impact on the project that compels an evaluation of how future residents or users may be affected by exacerbated conditions (*California Building Industry Association v. Bay Area Air Quality Management District* [2015] 62 Cal.4th 369). The proposed Project would be consistent with the MGSP and therefore not create new seismic events or exacerbate existing seismic hazards.

The Project's geotechnical report provides recommendations on building design and construction to reduce existing seismic-related risks at the site and in the larger region, such as liquefaction and strong seismic shaking during earthquakes. The geotechnical report anticipates that the foundation level of the proposed buildings would be supported by stiffened shallow foundations underlain by relatively dense/stiff soil that has moderate strength and relatively low compressibility which would reduce potential liquefaction impacts. The geotechnical report also identified that the proposed Project is not located within an earthquake-induced landslide zone. Ultimately the geotechnical report concluded that the site could be developed as planned, provided the recommendations provided in the report are incorporated into Project plans and specifications and implemented during construction (Rockridge Geotechnical 2025).

The proposed Project is compliant with CBSC as a geotechnical report and investigation was prepared for the Project. The Project would be required to comply with additional CBSC requirements such as engineered improvements to address potential seismic and ground failure issues and the use of earthquake-resistant construction techniques to address potential earthquake loads when constructing the proposed buildings and improvements. The proposed Project would comply with General Plan policies and actions to reduce potential impacts. Because the Project would not exacerbate seismic-related risks, and would be constructed compliant with the CBSC, as well as incorporate the recommendations listed in the geotechnical report prepared for the Project site, impacts would be less than significant and consistent with the MGSP. Therefore, there would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

b) Result in substantial soil erosion or the loss of topsoil?

As discussed in Section 1.3.4 of the SEIR, new development would be required to comply with all existing regulatory requirements associated that manage water quality. These requirements would include new development to obtain approval from the regional water quality control boards (RWQCBs) for National Pollutant Discharge Elimination System (NPDES) permits, other discharge permits, water quality management plans (WQMPs), a stormwater pollution prevention plan (SWPPP), and to implement best management practices (BMPs). Through mandatory compliance with all existing regulatory requirements, the SEIR determined that impacts to water quality and erosion would be less than significant.

The proposed Project is located on predeveloped and disturbed land, and would result in demolition, grading, and excavation construction activities. These activities would remove vegetation and impervious surfaces and loosen underlying soils, increasing the potential for soil erosion. However, because the Project site exceeds 1 acre, the Project must implement a SWPPP. A SWPPP must include BMPs to prevent soil erosion and loss. Examples of typical BMPs which could be implemented include silt fencing, straw bales, covering existing storm drains during construction, and covering soil stockpiles. The site would be stabilized with landscaping or impervious surfaces (i.e., circulation roads, buildings) during operation, which would prevent erosion of the underlying soils. Therefore, this impact would be less than significant, consistent with the MGSP. Therefore, there would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

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?

As mentioned above under a), the SEIR determined that new development would not create new seismic events or exacerbate existing seismic hazards, because limited ground disturbance would not alter seismic and fault conditions in the region. Therefore, impacts related to geology and soils would be less than significant.

The proposed Project is not located within a landslide zone and would not involve grading that create steep slopes or substantial elevation changes. However, the proposed Project is located within a liquefaction zone. As mentioned under a), the geotechnical report prepared for the Project, indicated that there are interbedded layers of medium dense sand below a depth of 4 feet below ground surface that are susceptible to liquefaction during a major earthquake at the Project site. The geotechnical report anticipates that the foundation level of the proposed buildings would be supported by stiffened shallow foundations underlain by relatively dense/stiff soil that has moderate strength and relatively low compressibility, which would reduce potential liquefaction impacts. The geotechnical report also concluded that the risk of lateral spreading is very low for the proposed Project, as the potentially liquefiable layers underneath the Project site are not continuous. Ultimately the geotechnical report concluded that the site could be developed as planned, provided the recommendations provided in the report are incorporated into Project plans and specifications and implemented during construction (Rockridge Geotechnical 2025). Through compliance with all CBSC requirements, the General Plan, and the Municipal Code, the proposed Project would ensure that potential geologic hazards are addressed, and the Project would not result in landslides, lateral spreading, subsidence, liquefaction, or collapse. This impact would be considered less than significant, consistent with the MGSP. Therefore, there would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?

As mentioned above under a), the SEIR determined that impacts related to geology and soils would be less than significant.

See analyses under item a) and c) above. The proposed Project would be required to be consistent with all CBSC requirements, the General Plan, and the Municipal Code. This impact would be considered less than significant, consistent with the MGSP. Therefore, there would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

As mentioned above under a), the SEIR determined that new development would not create new seismic events or exacerbate existing seismic hazards, because limited ground disturbance would not alter seismic and fault conditions in the region. Therefore, impacts related to geology and soils would be less than significant.

The proposed Project would use the City's existing wastewater conveyance and treatment systems. Septic systems would not be required and therefore no impact pertaining to alternative wastewater disposal would occur. The proposed Project would result in no impact. Therefore, there would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The SEIR does not address impacts related to unique paleontological resources or geologic feature. However, as mentioned above under a), the SEIR determined that impacts related to geology and soils would be less than significant.

As described above under Section 3.5, "Cultural Resources", the proposed Project would be compliant with PRC Section 5097, which states that no person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Additionally, the proposed Project would comply with Action CON-4b of the City's General Plan, which requires that all construction or grading activity within 100 feet of the discovery of unique paleontological resources shall cease, the Planning Department shall be notified, and the resource shall be examined by a qualified paleontologist for appropriate protection and preservation measures. Through compliance with PRC Section 5097 and General Plan Action CON-4b, impacts related to paleontological resources would be less than significant. The proposed Project would also be compliant with all applicable regulations and policies related to geologic units. Thus, the proposed Project would be consistent with the SEIR and impacts would be less than significant. Therefore, there would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

3.7.2 Mitigation Measures

No impacts, including significant impacts to geology and soils were identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP and have no new significant impacts. No mitigation is required.

3.7.3 Conclusion

No new circumstances or project changes have occurred nor has any new information been found that would result in new significant or substantially more severe significant impacts than those identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP. Therefore, the Project would not result in new or substantially more severe significant impacts to geology and soils.

3.8 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Where Impact was Analyzed in the SEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the SEIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
VIII. Greenhouse Gas Emissions.				
Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Pages 3.6-9 through 3.6-11 of the Draft SEIR	No	No	N/A
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Pages 3.6-11 through 3.6-12 of the Draft SEIR	No	No	N/A

3.8.1 Discussion

No substantial change in the environmental and regulatory settings related to greenhouse gas (GHG) emissions, described in the MGSP SEIR Section 3.6, Greenhouse Gas Emissions and Climate Change, has occurred since certification of the SEIR in October 2025.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

As described in SEIR Section 3.6, Greenhouse Gas Emissions and Climate Change, implementation of the MGSP would include activities that emit GHG emissions over the short and long term. Short-term generation of GHG emissions would occur during construction from construction equipment and worker and haul trips to and from the MGSP Area during construction, and long-term generation of GHG emissions would occur from vehicle trips throughout the Plan Area and the use of on-site natural gas and electric to power residential uses. However, the MGSP would align with policies in the Milpitas CAP (City of Milpitas 2022) and General Plan policies to decrease this impact. Short-term impacts would be consistent with Milpitas CAP Measure OT-1.2 and General Plan Policy CON 7-13, which reduce construction-related emissions by requiring projects to reduce idling of construction vehicles and equipment, prohibit the use of fossil fuel-powered generators at construction sites, and require construction projects to use renewable diesel in diesel-powered construction equipment. Compared to build out of the General Plan, the long-term GHG emissions from VMT would be reduced from implementation of the MGSP. This is because the MGSP would lead to higher density, shorter commutes, and less VMT per service population. Additionally, future development would utilize green or low-carbon building materials when feasible and recycled or reclaimed materials that can reduce emissions associated with manufacturing new building material. While the MGSP would increase population, VMT would be reduced and overall GHG emissions would be decreased as well. For these reasons, the SEIR determined that MGSP impacts related to GHG emissions would be less than significant.

The proposed Project would result in of the types of GHG emissions described in the MGSP SEIR, such as from construction and operational activities. The proposed development density would be consistent with the MGSP, and therefore the construction-related GHG emissions of the Project would be within the GHG emissions estimated for the MGSP. Additionally, the Project would comply with Milpitas CAP Measure OT-1.2 and General Plan Policy CON 7-13, which would reduce short-term GHG emissions from construction of the proposed Project. The new residential development would contribute to an increase in population in the MGSP Area, which would result in corresponding

long-term GHG emissions. However, the Project would be consistent with the residential use and density envisioned in the MGSP, and therefore not increase the estimated GHG emissions of the MGSP, as presented in the MGSP SEIR. Additionally, per the SEIR, because the Project would be residential, the Project would decrease VMT, which would reduce mobile-source GHG emissions and be consistent with CAP Measure TR-1.1. The Project would also be consistent with other measures in the Milpitas CAP, such as Measure BE-2.1, because the proposed buildings would not have natural gas connections and instead be electric. The Milpitas CAP consistency checklist for the Project is provided as Appendix B. Through compliance with General Plan policies and Milpitas CAP measures, the proposed Project would result in a less than significant impact, consistent with the impacts of the MGSP. There would be no new or substantially more severe significant impacts related to GHG emissions than previously identified in the MGSP SEIR.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

As described in SEIR Section 3.6, Greenhouse Gas Emissions and Climate Change, implementation of the MGSP would be consistent and implement all applicable CAP GHG reduction strategies. As mentioned in Impact 3.6-1, the MGSP would reduce VMT and operational-generated GHG emissions, being consistent with the Milpitas 2022 CAP. While the MGSP would reduce VMT throughout the MGSP Area, Mitigation Measures 3.11-2 through 3.11-2f, as discussed in SEIR Section 3.11, Transportation, to further reduce VMT per employee, further reducing VMT and aligning with the Plan Bay Area 2050 goals and themes. The SEIR determined that the MGSP would align with the local GHG reduction strategies and plans and would have a less than significant impact.

As mentioned above under a), the proposed Project would result in short term and long term GHG emissions but would ultimately comply with General Plan policies and the Milpitas CAP to reduce overall GHG emissions. A Milpitas CAP consistency checklist was prepared for the Project and is provided as Appendix B. Through the reduction of VMT, all-electric buildings, electric vehicle charging, and consistency with other measures of the Milpitas CAP, the proposed Project would align with GHG reduction strategies and plans, including the California Air Resources Board's 2022 Scoping Plan (CARB 2022) resulting in a less than significant impact, consistent with the MGSP. Therefore, there would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

3.8.2 Mitigation Measures

No significant GHG emission impacts were identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP and have no new significant impacts. No mitigation is required.

3.8.3 Conclusion

No new circumstances or project changes have occurred nor has any new information been found that would result in new significant or substantially more severe significant impacts than those identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP. Therefore, the Project would not result in new or substantially more severe significant impacts to GHG emissions.

3.9 HAZARDS

ENVIRONMENTAL ISSUES	Where Impact was Analyzed in the SEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the SEIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
IX. Hazards and Hazardous Materials.				
Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Pages 1-3 through 1-4 of the Draft SEIR	No	No	N/A
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	Pages 1-3 through 1-4 of the Draft SEIR	No	No	N/A
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Pages 1-3 through 1-4 of the Draft SEIR	No	No	N/A
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Pages 1-3 through 1-4 of the Draft SEIR	No	No	N/A
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?	Pages 1-3 through 1-4 of the Draft SEIR	No	No	N/A
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Pages 1-3 through 1-4 of the Draft SEIR	No	No	N/A
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	Pages 1-3 through 1-4 of the Draft SEIR	No	No	N/A

3.9.1 Discussion

No substantial change in the environmental and regulatory settings related to hazards and hazardous materials has occurred since certification of the SEIR in October 2025.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

As discussed in Section 1.3.3 of the SEIR, the use, transportation, and disposal of hazardous materials is regulated and monitored by local fire departments, Certified Unified Program Agencies (CUPA), the California Division of Occupational Safety and Health (DOSH) and the California Department of Toxic Substances Control (DTSC) consistent with the requirements of Federal, State, and local regulations and policies. All future projects under the MGSP would be required to comply with the provisions of Federal, State, and local requirements related to hazardous materials. Additionally, the General Plan includes policies and actions that would ensure that potential hazards are identified on a project site and that the City has adequate emergency response plans and measures. Therefore, the SEIR determined that impacts would be less than significant, and this impact was not discussed further.

The proposed Project would result in construction, demolition, and landscaping activities that would require the transport, use, and disposal of various building materials, including some hazardous materials (e.g., gasoline, fuels, demolition materials, asphalt, lubricants, toxic solvents, pesticides, and herbicides.) The transport, use, and disposal of such materials could pose a potential hazard to the public and the environment if not properly transported, used, stored, and disposed. However, the MGSP SEIR determined that hazardous materials that may be associated with future development or redevelopment under the MGSP, including the proposed Project, would be required to comply with all applicable local, state, and federal regulations during construction and operation. Additionally, the use, transportation, and disposal of hazardous materials would be regulated and monitored by the Milpitas Fire Department (MFD), CUPA, DOSH, and DTSC. The proposed Project would be consistent with the land use type and density envisioned for the site in the MGSP, and would not require unusual quantities or types of hazardous materials compared to what was assumed in the SEIR. With mandatory compliance with all federal, state, and local regulations related to the transport, use, and disposal of hazardous materials, this impact would be less than significant, consistent with the MGSP. There would be no new or substantially more severe significant impacts related to hazardous materials than previously identified in the MGSP SEIR.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

As mentioned above under a), the SEIR determined that through compliance with all federal, state, and local requirements and regulations related to hazardous materials, impacts associated with hazards and hazardous materials were determined to be less than significant.

As described above under a), the Project would include construction, demolition, and landscaping activities that could result in the transport, use, and disposal of hazardous materials. A Phase 1 Environmental Site Assessment was prepared for the proposed Project which did not identify any recognized environmental conditions. However, the Phase 1 Environmental Site Assessment noted that existing older buildings constructed in the late 1970s could contain lead-based paint and asbestos-containing materials. During demolition, these materials could become mobilized as dust, potentially exposing construction workers and other people nearby. However, the proposed Project would be mandated to comply with existing regulations regarding these materials, such as California Code of Regulations, Title 17, Division 1, Chapter 8, which would prevent exposure to lead and asbestos. Additionally, the use, transportation, and disposal of hazardous materials would be regulated and monitored by the MFD, CUPA, DOSH, and DTSC. As stated in the MGSP SEIR, the General Plan includes policies and actions to ensure that the City has adequate emergency response plans and measures to respond in the event of an accidental release of a hazardous substance. With mandatory compliance with all federal, state, and local regulations related to the transport, use, and disposal of hazardous materials, this impact would remain less than significant, consistent with the MGSP. There

would be no new or substantially more severe significant impacts related to hazardous materials than previously identified in the MGSP SEIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

As mentioned above under a), the SEIR determined that through compliance with all Federal, State, and local requirements and regulations related to hazardous materials, impacts associated with hazards and hazardous materials were determined to be less than significant.

The nearest school to the proposed Project site is located approximately 0.07 miles northeast of the Project site, within the surrounding adjacent neighborhoods. However, as stated above under a) and b), the use, transportation, and disposal of hazardous materials would be regulated and monitored by the MFD, CUPA, DOSH, and DTSC, and the proposed Project would be required to comply with all applicable federal, state, and local regulations regarding hazardous materials. As stated in the MGSP SEIR, the General Plan includes policies and actions to ensure that the City has adequate emergency response plans and measures to respond in the event of an accidental release of a hazardous substance. With continued compliance with all federal, state, and local regulations related to hazardous materials, this impact would remain less than significant, consistent with the MGSP. There would be no new or substantially more severe significant impacts related to hazardous materials than previously identified in the MGSP SEIR.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

As mentioned above under a), the SEIR determined that through compliance with all federal, state, and local requirements and regulations related to hazardous materials, impacts associated with hazards and hazardous materials were determined to be less than significant.

The proposed Project is not located on a known hazardous materials release site. While the proposed Project is not located on a known hazardous materials release site, there are three active sites located approximately 0.5 mile southeast, 0.5 mile southeast, and 0.5 miles northeast of the Project site (SWRCB 2025, DTSC 2025). Therefore, the Project would have no impact related to listed hazardous materials sites. There would be no new or substantially more severe significant impacts related to hazardous materials than previously identified in the MGSP SEIR.

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?

The nearest airport, the San Jose Mineta International Airport, is not located within the MGSP and is located approximately 3.8 miles southwest of the proposed Project site. The MGSP Area is outside the San Jose Mineta International Airport's influence area and safety zones, and there are no private airstrips near the MGSP Area. For this reason, impacts related to airport or private airfield safety were not discussed in the MGSP SEIR. No new airports have been developed near the Project area. Thus, the Project would have no impact.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

As mentioned above under a), the SEIR determined that through compliance with all federal, state, and local requirements and regulations related to hazardous materials, impacts associated with hazards and hazardous materials were determined to be less than significant.

The proposed Project would be required to comply with all applicable local, state, and federal regulations during construction and operation to reduce the potential risk of accidental release of hazardous materials, which could

trigger an emergency response. Additionally, hazardous materials would be regulated and monitored by the MFD, CUPA, DOSH, and DTSC. As stated in the MGSP SEIR, the General Plan includes policies and actions to ensure that the City has adequate emergency response plans and measures to respond in the event of an accidental release of a hazardous substance. The Project site is at the end of a cul-de-sac, which is not a through street or part of an emergency evacuation plan. Therefore, the Project would not impair the implementation of emergency plans, and this impact would be less than significant, consistent with the MGSP. There would be no new or substantially more severe significant impacts related to emergency plans than previously identified in the MGSP SEIR.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

As discussed in Section 1.3.6 of the SEIR, the MGSP is surrounded by urban uses and is less prone to wildfire. The City of Milpitas, including the MGSP Area, is located within a local responsibility area, served by MFD. The City of Milpitas is not categorized as a "Very High" fire hazard severity zone (FHSZ) by California Department of Forestry and Fire Protection (CAL FIRE). There are additionally, no State Responsibility areas within the city limits, however areas east of the city are designated as "high" FHSZ by CAL FIRE. New construction associated with the MGSP is subject to the City Municipal Code and California Fire Code which include safety measures to minimize the threat of fire. Consistent with Appendix G of the State CEQA Guidelines, because the MGSP is not located within a "high" or "Very High" FHSZ, the MGSP would have no impact related to wildfire risk. The proposed Project is in the Plan Area and is consistent with the MGSP. Therefore, the proposed Project would also have no impact to wildfire.

3.9.2 Mitigation Measures

No impacts, including significant impacts to hazards and hazardous materials were identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP and have no new significant impacts. No mitigation is required.

3.9.3 Conclusion

No new circumstances or project changes have occurred nor has any new information been found that would result in new significant or substantially more severe significant impacts than those identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP. Therefore, the Project would not result in new or substantially more severe significant impacts to hazards and hazardous materials.

3.10 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Where Impact was Analyzed in the SEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the SEIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
X. Hydrology and Water Quality.				
Would the Project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Pages 1-4 through 1-5 of the Draft SEIR	No	No	N/A
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Pages 1-4 through 1-5 of the Draft SEIR	No	No	N/A
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	Pages 1-4 through 1-5 of the Draft SEIR	No	No	N/A
i) Result in substantial on- or offsite erosion or siltation;	—	—	—	—
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	—	—	—	—
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	—	—	—	—
iv) Impede or redirect flood flows?	—	—	—	—
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Pages 1-4 through 1-5 of the Draft SEIR	No	No	N/A
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Pages 1-4 through 1-5 of the Draft SEIR	No	No	N/A

3.10.1 Discussion

No substantial change in the environmental and regulatory settings related to hydrology and water quality has occurred since certification of the SEIR in October 2025.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

As discussed in Section 1.3.4 of the SEIR, existing regulatory requirements that manage water quality, and implement the WQMP for the San Francisco Bay Basin (Basin Plan) (San Francisco Bay RWQCB 2024) include requirements to obtain approval from the RWQCBs for NPDES permits, other discharge permits, WQMPs, SWPPPs, and to implement BMPs. Compliance with these regulatory requirements are intended to ensure that water quality does not degrade to levels that would violate water quality standards. Through mandatory compliance with these regulatory requirements, the SEIR determined that impacts to water quality, and overall hydrology and water quality impacts, would be less than significant.

The proposed Project would be required to comply with all existing regulatory requirements that manage water quality and implement the Basin Plan, which would require the Project to obtain approval from the regional water quality control boards for NPDES permits, other discharge permits, and SWPPP, including BMPs. These BMPs would prevent soil erosion and siltation of surface waters during construction. Additionally, in compliance with the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP), all stormwater runoff from impervious surfaces on the site would be treated prior to leaving the site and entering the public stormwater system. Through compliance with applicable regulations, the proposed Project would not violate water quality standards, resulting in a less than significant impact, consistent with the MGSP. There would be no new or substantially more severe significant impacts related to hazardous materials than previously identified in the MGSP SEIR.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

As discussed in Section 1.3.4 of the SEIR, implementation of the MGSP would result in new impervious surfaces which could reduce groundwater recharge. However, the MGSP Area is largely developed with urban uses and all new development would be subject to stormwater quality requirements and implementation of Low Impact Development (LID) measures to reduce impervious surfaces and promote the use of infiltration in drainage improvements. Additionally, implementation of the MGSP would not appreciably add to the volume of impervious surfaces when compared to the overall size of the regional groundwater basin recharge area. Through compliance with stormwater quality requirements and LID measures, the SEIR determined that this impact would be less than significant, and this impact was not discussed further in the SEIR.

The proposed Project would result in approximately 306,942 square feet of impervious surfaces, which would be an increase of approximately 40,982 square feet compared with existing conditions. However, the proposed Project would utilize LID methods, such as pervious pavers to allow precipitation to infiltrate the ground rather than becoming runoff. Additionally, the Project would comply with SCVURPPP, all stormwater runoff from impervious surfaces on the site would be treated prior to leaving the site and entering the public stormwater system. The proposed Project would also not appreciably add to the volume of impervious surfaces when compared to the overall size of the regional groundwater basin recharge area, and a portion of the site is currently impervious surface. Thus, through compliance with LID measures, the proposed Project would result in less than significant impacts, consistent with the MGSP. There would be no new or substantially more severe significant impacts related to hazardous materials than previously identified in the MGSP SEIR.

- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**
 - i) **Result in substantial on- or offsite erosion or siltation;**
 - ii) **Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;**
 - iii) **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**
 - iv) **Impede or redirect flood flows?**

As discussed in Section 1.3.4 of the SEIR, implementation of the MGSP would contain standards to reduce impacts associated with flooding, and comply with regulations stipulated by the Federal Emergency Management Agency (FEMA) and the National Flood Insurance Program (NFIP), as well as require new development within a FEMA-designated flood hazard zone to follow the City's construction standards for such areas as laid out in the Milpitas Municipal Code Section XI-15 (Floodplain Management Regulations). The MGSP contains standards to reduce impacts associated with stormwater and drainage, including standards to provide storm drain infrastructure that is designated to serve new development and meet city standards, construct the improvements within the MGSP Area that were identified in the 2021 Storm Drainage Master Plan, and upgrade and expand the storm drain system in accordance with the Storm Drain Master Plan. Through compliance with existing standards, the SEIR determined that this impact would be less than significant, and this impact was not discussed further in the SEIR.

As discussed above in item a), the proposed Project requires development and implementation of the SWPPP. The SWPPP includes BMPs that prevent soil erosion, which in turn reduced the potential for siltation. With mandatory implementation of the SWPPP for the Project site, the proposed Project would not result in substantial erosion or siltation. Additionally, the proposed Project would introduce onsite stormwater treatment through bioretention areas and flow-through planters, as well as other LID methods such as pervious pavers, which are not currently present at the Project site. The stormwater treatment would improve water quality for the Project site compared to existing conditions, as stormwater runoff would be treated on-site prior to discharging into the public stormwater system.

A 100-year floodplain analysis was completed for the proposed Project and stated that the proposed Project is located in a FEMA special flood hazard area AE, indicating a 100-year base flood elevation of between 18 and 19 feet across the site. However, the floodplain analysis determined that 100-year floodwater would not reach the Project site, but FEMA has suspended changes to flood maps (see Appendix C). Regardless, the City of Milpitas Municipal Code requires that residential finish floor elevations be 1 foot above the base flood elevation within an AE zone. Based on the preliminary grading plan for the Project, the finish floor elevations of the proposed buildings would be no less than 1 foot above the base flood elevation. Because the floodplain analysis determined that 100-year flood events would not reach the Project site, the Project would not impede or redirect flood flows.

The proposed Project would also be required to comply with the Municipal Code's Floodplain Management Regulations, which contain standards to reduce impacts associated with stormwater and drainage. A technical memo was prepared for the proposed Project that provided a preliminary estimate of the anticipated sewer and waterflow, including hydrology/hydraulic analysis for the storm drain system (see Appendix C). The technical memo concluded that the proposed Project would not increase storm water runoff flow and would not impact the existing storm drain infrastructure that is located within the Project site. Through compliance with existing standards, the proposed Project would result in less than significant impacts, consistent with the MGSP. There would be no new or substantially more severe significant impacts related siltation and flooding than previously identified in the MGSP SEIR.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

As discussed in Section 1.3.4 of the SEIR, the MGSP contains standards to reduce impacts associated with flooding including standards to minimize damage associated with flooding events and comply with regulations stipulated by FEMA and the NFIP and require that new development within a FEMA-designated flood hazard zone to follow the City's construction standards for such areas as laid out in the Milpitas Municipal Code Section XI-15 (Floodplain Management Regulations). The City is a participant in the NFIP, which provides property owners and renters with federally backed flood insurance, reduces flood damage through a mandatory local floodplain management ordinance, and identifies and maps flood hazards. The NFIP requires the City to maintain a flood management ordinance based upon current FEMA Flood Insurance Rate Maps, which is met through the implementation of Floodplain Management Regulations specified in Section XI Chapter 15 of the Milpitas Municipal Code. Through compliance with the Federal, State, and existing regulations, the SEIR determined that impacts would be less than significant, and this impact was not discussed further.

As mentioned above under c), a 100-year floodplain analysis was completed for the proposed Project, which stated that the proposed Project is located in a FEMA special flood hazard area AE (see Appendix C). The floodplain analysis indicates that floodwaters would not reach the Project site during a 100-year flood event, thereby reducing the potential for inundation. Additionally, the Project is residential and would not involve the onsite storage of large quantities of hazardous materials that could be released from inundation. Therefore, the proposed Project would result in less than significant impacts, consistent with the MGSP. There would be no new or substantially more severe significant impacts related to release of hazardous materials from inundation than previously identified in the MGSP SEIR.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As discussed in Section 1.3.4 of the SEIR, the MGSP would be compliant with all mandatory federal and state regulations, existing City standards and regulations for the SCVURPPP, the City of Milpitas Storm Drain Master Plan (City of Milpitas 2021), General Plan policies, and the Milpitas Municipal Code requirements. Through compliance, the SEIR determined that impacts would be less than significant, and this impact was not discussed further.

The proposed Project would be required to be compliance with all mandatory federal, state, and local regulations, including the Clean Water Act, Porter-Cologne Act, Milpitas Municipal Code, and standards and regulations from the SCVURPPP. Through mandatory compliance with these regulations, and given the residential use of the proposed Project, the Project would not obstruct implementation of the Basin Plan, which is the applicant water quality control plan. Accordingly, the proposed Project would result in less than significant impacts, consistent with the MGSP. There would be no new or substantially more severe significant impacts related to obstructing water quality and management plans than previously identified in the MGSP SEIR.

3.10.2 Mitigation Measures

No significant hydrology and water quality impacts were identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP and have no new significant impacts. No mitigation is required.

3.10.3 Conclusion

No new circumstances or Project changes have occurred nor has any new information been found that would result in new significant or substantially more severe impacts than those identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP. Therefore, the Project would not result in new or substantially more severe significant impacts to hydrology and water quality.

3.11 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Where Impact was Analyzed in the SEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the SEIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
XI. Land Use and Planning.				
Would the Project:				
a) Physically divide an established community?	Page 3.7-9 of the Draft SEIR	No	No	N/A
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?	Pages 3.7-10 through 3.7-21 of the Draft SEIR	No	No	N/A

3.11.1 Discussion

No substantial change in the environmental and regulatory settings related to land use and planning, described in the MGSP SEIR Section 3.7, Land Use and Planning, has occurred since certification of the SEIR in October 2025.

a) Physically divide an established community?

As described in SEIR Section 3.7, Land Use and Planning, implementation of the MGSP would not physically divide an established community as the MGSP aims to foster growth within targeted areas. All future development would be developed on existing parcels within the City's current land use pattern and future roadways are envisioned to be built to connect to existing roadways to improve transportation mobility and would not extend into new, undeveloped areas of the City that could physically divide or isolate other areas of the City. For these reasons, the SEIR determined that MGSP impacts would be less than significant.

The existing Project site is currently developed with two, two-story office buildings and three single-story multi-tenant industrial buildings. While the existing internal circulation road on the site is a private street, it is possible that residents from the existing residential neighborhood located directly north of the Project site walk through the Project site to reach commercial areas east of the Project site. Although the Project would demolish existing roads and sidewalks, the proposed Project would include a central open space spine that would provide connectivity to the adjacent single-family neighborhood and nearby commercial areas and would not result in the division of the existing neighborhood north of the Project site. Because the proposed Project would add new residential buildings in the MGSP Area and would not affect the surrounding residential communities, the proposed Project would not physically divide an established community and this impact would be less than significant, consistent with the MGSP. Thus, the proposed Project would not have significant impacts related to dividing an established community, and there would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

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?

As described in SEIR Section 3.7, Land Use and Planning, implementation of the MGSP would be generally consistent with the ABAG Plan Bay Area 2050 and Milpitas 2040 General Plan but would be inconsistent with the City's Zoning Ordinance until the Comprehensive Zoning Ordinance Update is adopted. However, no environmental impacts would occur due to this inconsistency. The SEIR determined that the MGSP would not cause a significant environmental

impact due to an inconsistency with an applicable State, regional, or local plan, policy, or ordinance. Thus, the SEIR determined that the impact would be less than significant.

As mentioned, the proposed Project is located within the MGSP, which designated the site areas as a GW-MU zone. The site would result in 24 new townhome buildings and a clubhouse. The proposed Project would not conflict with the MGSP, as multi-family residential uses are permitted within the GW-MU zone. Additionally, because the Project site is located within the MGSP Area, which would not conflict with any land use plans, policies, or regulations that avoid or mitigate an environmental effect, the proposed Project would be consistent with the MGSP, and this impact would be less than significant. Thus, there would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

3.11.2 Mitigation Measures

No significant land use and planning impacts were identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP and have no new significant impacts. No mitigation is required.

3.11.3 Conclusion

No new circumstances or project changes have occurred nor has any new information been found that would result in new significant or substantially more severe impacts than those identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP. Therefore, the Project would not result in new or substantially more severe significant impacts to land use and planning.

3.12 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Where Impact was Analyzed in the SEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the SEIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
XII. Mineral Resources.				
Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Page 1-5 of the Draft SEIR	No	No	N/A
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?	Page 1-5 of the Draft SEIR	No	No	N/A

3.12.1 Discussion

No substantial change in the environmental and regulatory settings related to mineral resources has occurred since certification of the SEIR in October 2025. These resources are not present within the Project site.

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

As discussed in Section 1.3.5 of the SEIR, there are no active mines, areas with mineral deposits, or mineral or aggregate resource areas of statewide importance located within the City. For this reason, the SEIR determined that development envisioned in the MGSP would have no impact to mineral resources. The proposed Project is in the Plan Area and consistent with the MGSP. Therefore, the proposed Project would also have no impact to mineral resources.

3.12.2 Mitigation Measures

No impacts, including significant impacts to mineral resources were identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP and have no impacts on mineral resources. No mitigation is required.

3.12.3 Conclusion

No new circumstances or project changes have occurred nor has any new information been found that would result in new significant or substantially more severe impacts than those identified in the MGSP SEIR. Mineral resources do not occur in the Project site, consistent with conditions described for these resources in the SEIR. Therefore, consistent with the MGSP, the proposed Project would have no impacts to mineral resources.

3.13 NOISE

ENVIRONMENTAL ISSUES	Where Impact was Analyzed in the SEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the SEIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
XIII.Noise.				
Would the Project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans?	Pages 3.8-14 through 3.8-16 of the Draft SEIR	No	No	N/A
b) Generation of excessive groundborne vibration or groundborne noise levels?	Pages 3.8-17 through 3.8-17 of the Draft SEIR	No	No	N/A
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?	Page 3.8-13 of the Draft SEIR	No	No	N/A

3.13.1 Discussion

No substantial change in the environmental and regulatory settings related to noise, described in the MGSP SEIR Section 3.8, Noise, has occurred since certification of the SEIR in October 2025.

- 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, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans?**

As discussed in the SEIR Section 3.8, Noise, implementation of the MGSP would result in short-term construction noise and long-term transportation and operational noise. Future development under the MGSP would be required to comply with General Plan Policy N 1-8 and Actions N-1c and N-1d, which require developers to create and implement construction noise reduction plans that define BMPs to avoid adverse noise impacts. Additionally, Actions N-1c and N-1d include measures to address temporary noise impacts and avoid excessive noise levels that could generate public health impacts. The SEIR determined that short-term construction noise would result in a less-than-

significant impact. Additionally, while implementation of the MGSP would result in future development that would create new stationary noise sources, compliance with General Plan Policies N 1-11 through N 1-14 and Actions N-1a and N-1b would reduce noise associated with stationary sources by requiring the preparation of acoustical studies for proposed projects in the vicinity of sensitive noise receptors, and requiring project-specific mitigation in the form of noise attenuation to comply with noise standards. The SEIR determined that long-term stationary operational noise associated with the MGSP would result in a less-than-significant impact. However, implementation of the MGSP would allow for additional residential development and a reduction of nonresidential development, which would result in an overall reduction in average daily traffic volumes and an associated increase in traffic noise levels along the roadway network surrounding the Plan Area. The General Plan Update EIR concluded that transportation noise increases as a result of General Plan implementation would be excessive and exceed noise standards, resulting in a significant and unavoidable impact. The MGSP would not result in an increase in traffic noise impacts beyond what was evaluated in the General Plan Update EIR, thus, the impact would remain significant and unavoidable.

Implementation of the Project would result in temporary construction noise and long-term transportation and stationary operational noise. Project construction activities would occur over approximately 30 months, with demolition activities requiring approximately 2 months. An existing residential neighborhood is located north, directly adjacent to the Project site. While construction noise associated with the proposed Project may impact the surrounding residences, construction activities would be limited to the hours of 7 a.m. and 7 p.m. daily, except holidays per the City of Milpitas Municipal Code Chapter 10 Section 11. Limiting construction to these hours causes construction noise to occur when most people are away from home at work and school, or otherwise not especially sensitive to noise, such as when sleeping later at night. The Milpitas Municipal Code also includes that all construction equipment shall be acoustically muffled to reduce noise in accordance with Caltrans Standard Specifications. With compliance of the Municipal Code, short-term construction impacts associated with development of the proposed Project would reduce noise impacts on sensitive receptors and would be consistent with the MGSP, resulting in less than significant impact. There would be no new or substantially more severe significant impacts related to short-term noise than previously identified in the MGSP SEIR.

Because the proposed Project would result in new residential development, the proposed Project would result in long-term stationary operational noise. Operational noise would be typical of a residential neighborhood, including lawn maintenance, people talking, children playing, etc. These types of noises are consistent with the types of ambient noise already present in the residential neighborhood adjacent to the Project site. Additionally, the existing uses on the Project site also generate similar noises, such as landscape maintenance and people talking. Likewise, the vehicle noise associated with trips generated from the Project would be similar to vehicle noise associated with existing on-site uses, as existing trips would be offset by new trips in the context of noise. Therefore, the Project would not introduce new sources of substantial operational noise compared to existing conditions or compared to conditions envisioned for the Project site in the SEIR. The Project would be consistent with the MGSP and result in a less-than-significant impact. There would be no new or substantially more severe significant impacts related to long-term stationary operational noise than previously identified in the MGSP SEIR.

b) Generation of excessive groundborne vibration or groundborne noise levels?

As discussed in SEIR, Section 3.8, "Noise", long-term or permanent ground vibration such as commercial railways or passenger rail transit lines are not proposed by the MGSP, therefore the MGSP would not result in long-term ground vibration. However, through construction of future development under the MGSP, short-term vibrations impacts would occur. This construction vibration is not anticipated to exceed Federal Transit Administration threshold of 85 vibration decibels at 50 feet. Additionally, the majority of construction equipment would not result in peak particle velocity (inches per second) in excess of Caltrans thresholds, even at 50 feet. The Milpitas Municipal Code also restricts construction activities between the hours of 7 a.m. and 7 p.m. on weekdays and weekends to mitigate temporary noise impacts, including ground borne vibration impacts. The MGSP would be required to implement General Plan Policy N 2-3 and Action N-2b that include measures to address temporary vibration impacts and avoid excessive vibrations that could generate public health impacts. Thus, the SEIR determined that this impact would be less than significant.

The proposed Project would result in the demolition of existing non-residential buildings and the construction of new residential buildings, consistent with what is envisioned for the Project site in the MGSP. Demolition and construction activities may include construction equipment that cause ground vibrations. However, these construction equipment would not exceed Federal Transit Administration thresholds or Caltrans thresholds related to vibration decibels and peak particle velocity. Additionally, the Project would be required to comply with construction hours stated in the City's Municipal Code to avoid excessive vibration impacts during the hours when receptors would be most sensitive to vibration. The Project does not propose any development that would result in permanent ground vibrations such as commercial railways or passenger rail transit lines. Thus, the proposed Project would be consistent with the MGSP and result in less than significant impacts related to short-term groundborne vibration or noise levels. There would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

- 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?**

As discussed in SEIR Section 3.8, "Noise", the nearest airport, the San Jose Mineta International Airport, does not have noise contours that extend into the MGSP Area. Implementation of the MGSP would not result in substantial population growth that would alter the operations of the San Jose Mineta International Airport to an extent that would increase aircraft traffic that would expand noise contours. The SEI determined that there would be no significant impact and this impact was not discussed further. The proposed Project is in the MGSP Area and consistent with the MGSP, and therefore would also have no impact.

3.13.2 Mitigation Measures

No significant noise impacts were identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP and have no new significant impacts. No mitigation is required.

3.13.3 Conclusion

No new circumstances or project changes have occurred nor has any new information been found that would result in new significant or substantially more severe significant impacts than those identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP. Therefore, the Project would not result in new or substantially more severe significant impacts to noise.

3.14 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Where Impact was Analyzed in the SEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the SEIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
XIV. Population and Housing.				
Would the Project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Pages 3.9-4 through 3.9-5 of the Draft SEIR	No	No	N/A
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Page 3.9-6 of the Draft SEIR	No	No	N/A

3.14.1 Discussion

No substantial change in the environmental and regulatory settings related to population and housing, described in the MGSP SEIR Section 3.9, Population and Housing, has occurred since certification of the SEIR in October 2025.

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)?

As described in SEIR Section 3.9, Population and Housing, implementation of the MGSP would accommodate up to 5,176 new dwelling units, resulting in a population of 16,384 residents. This growth would exceed projections assumed under the City's General Plan for the MGSP Area, however, it would not exceed population projections for the City of Milpitas as a whole. Additionally, implementation of the MGSP would result in the reduction in nonresidential development, resulting in 2,357 fewer jobs than the General Plan at buildout. Therefore, the SEIR determined that there would be no unplanned population growth or residential development and this impact would be less than significant.

The proposed Project would result in 24 three-story townhome buildings, totaling 134 units. While development of the proposed Project would increase the amount of residential units and in turn, increase the population within the MGSP, the proposed Project would not result in an increase of residential units and residents further than what was projected under the MGSP and City's General Plan. The proposed Project would also demolish existing two office buildings and three multi-tenant industrial buildings, thus resulting in fewer jobs within the MGSP Area. Additionally, in the City of Milpitas Housing Element 2023-2031, the Project site is identified as a "Rezone Site" for housing development. Within the MGSP, 31 acres of land are identified as "Rezone Sites" that could accommodate a total of approximately 809 units. The proposed Project encompasses approximately 7.22 acres, and as mentioned above, would accommodate 134 units. The proposed Project would not exceed the amount of proposed units available for accommodation within these "Rezone Sites" in the MGSP Area. Construction activities associated with the proposed Project would utilize construction workers from the local and surrounding areas, and given the temporary nature of construction, would not attract new residents to move to the MGSP Area, or City. Therefore, impacts would be less than significant, and the proposed Project would be consistent with the MGSP. There would be no new or

substantially more severe significant impacts related to unplanned population growth than previously identified in the MGSP SEIR.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

As discussed in the SEIR Section 3.9, "Population and Housing", implementation of the MGSP would result in up to 5,176 new dwelling units and support the development of increased densities and intensities of mixed uses, that would increase the housing supply in the City. The MGSP focusses on infill development in vacant and underutilized areas in Milpitas. Thus, the SEIR determined that impacts related to the displacement of people or housing would be less than significant.

The proposed Project does not include the demolition of existing residential buildings that would displace existing residents or housing. The Project includes the demolition of non-residential buildings and the construction of 24 new townhome buildings that would accommodate a total of 134 units. Of the 134 townhome units, 15 percent, or 20 units, would be offered as below-market-rate ownership units at the moderate-income level. The remaining 114 units would be market-rate ownership units. The proposed Project would increase the number of dwelling units in the MGSP and provide housing to serve the needs of the community at various socioeconomic levels. Thus, the proposed Project would result in less than significant impacts, consistent with the MGSP. There would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

3.14.2 Mitigation Measures

No significant population and housing impacts were identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP and have no new significant impacts. No mitigation is required.

3.14.3 Conclusion

No new circumstances or project changes have occurred nor has any new information been found that would result in new significant or substantially more severe significant impacts than those identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP. Therefore, the Project would not result in new or substantially more severe significant impacts to population and housing.

3.15 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Where Impact was Analyzed in the SEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the SEIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
XV. Public Services.				
Would the Project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:	Pages 3.10-9 through 3.10-12 of the Draft SEIR	No	No	N/A
Fire protection?	—	—	—	—
Police protection?	—	—	—	—
Schools?	—	—	—	—
Parks?	—	—	—	—
Other public facilities?	—	—	—	—

3.15.1 Discussion

No substantial change in the environmental and regulatory settings related to public services, described in the MGSP SEIR Section 3.10, Public Services and Recreation, has occurred since certification of the SEIR in October 2025.

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:

Fire protection?

Police protection?

Schools?

Parks?

Other public facilities?

As discussed in SEIR Section 3.10, Public Services and Recreation, implementation of the MGSP would alter the level of development within the Plan Area, including providing additional housing opportunities that would increase the population of the area. All new development would be required to comply with Milpitas Fire Department (MFD) standards and code requirements and contribute appropriate fees to the City's General Fund for any potential of staffing or facilities. Growth associated with the MGSP would not result in an expansion of the overall service area for the MFD or Milpitas Police Department, thus not exceeding the demand of fire or police stations already anticipated within the General Plan Update EIR. While implementation of the MGSP would result in an increase in population, which may trigger the need for new public facilities, the MGSP would not generate more students than those calculated by the Milpitas Unified School District student generation rates. All future development would contribute appropriate funds towards facilities improvements. Any additional public facilities constructed by the City would be proposed by the City at the time they are needed and would undergo separate environmental review. Therefore, the SEIR determined that impacts associated with the provision of new fire, police, and school facilities are less than significant. Impacts related to parks and other public facilities are discussed below in Section 3.16, "Recreation."

As mentioned, the proposed Project would result in a new residential development that would increase the population in the MGSP Area. However, the population increase would not be greater than anticipated within the MGSP and City and would thus not result in the need for expanding the service area of the MFD or Milpitas Police Department. While the proposed Project may result in the MFD or Milpitas Police Department needing to hire more officers if calls for service increase, the proposed Project would be required to contribute appropriate fees to the City's General Fund and contribute applicable school fees for any facilities. The proposed Project would be consistent with the MGSP, resulting in less than significant impacts. There would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

3.15.2 Mitigation Measures

No significant public services impacts were identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP and have no new significant impacts. No mitigation is required.

3.15.3 Conclusion

No new circumstances or project changes have occurred nor has any new information been found that would result in new significant or substantially more severe impacts than those identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP. Therefore, the Project would not result in new or substantially more severe significant impacts to public services.

3.16 RECREATION

ENVIRONMENTAL ISSUES	Where Impact was Analyzed in the SEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the SEIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
XVI. Recreation.				
Would the Project:				
a) 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?	Pages 3.10-12 through 3.10-13 of the Draft SEIR	No	No	N/A
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	Pages 3.10-12 through 3.10-13 of the Draft SEIR	No	No	N/A

3.16.1 Discussion

No substantial change in the environmental and regulatory settings related to recreation, described in the MGSP SEIR Section 3.10, Public Services and Recreation, has occurred since certification of the SEIR in October 2025.

- a) **Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**
- b) **Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

As described in SEIR Section 3.10, Public Services and Recreation, implementation of the MGSP would result in an increase in the population in the area, which would result in an increased demand for recreation facilities. However, all development would be required to comply with General Plan Policies PROS 1-3 and 1-3, which requires provision of or submittal of in-lieu fees for park and recreational facilities in order to maintain acceptable parkland ratios. The SEIR determined that impacts related to parks and recreation would be less than significant.

The proposed Project is located within the MGSP and would result in a population increase in the area through the development of the residential uses. The Project would include on-site recreational facilities for residents, including picnic areas, recreation areas, and lounging areas with seating, as shown in Figure 2-2 above. Additionally, the proposed Project would be required to dedicate parkland or pay in-lieu fees at the time of building permit issuance. Thus, the proposed Project would result in less-than-significant impacts to recreation, consistent with the MGSP, and there would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

3.16.2 Mitigation Measures

No significant recreation impacts were identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP and have no new significant impacts. No mitigation is required.

3.16.3 Conclusion

No new circumstances or project changes have occurred nor has any new information been found that would result in new significant or substantially more severe impacts than those identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP. Therefore, the Project would not result in new or substantially more severe significant impacts to recreation.

3.17 TRANSPORTATION

ENVIRONMENTAL ISSUES	Where Impact was Analyzed in the SEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the SEIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
XVII. Transportation.				
Would the Project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Pages 3.11-18 through 3.11-19 of the Draft SEIR	No	No	N/A
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Pages 3.11-20 through 3.11-23 of the Draft SEIR	No	No	N/A
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Pages 3.11-23 through 3.11-24 of the Draft SEIR	No	No	N/A
d) Result in inadequate emergency access?	Pages 3.11-24 through 3.11-24 of the Draft SEIR	No	No	N/A

3.17.1 Discussion

No substantial change in the environmental and regulatory settings related to transportation, described in the MGSP SEIR Section 3.11, Transportation, has occurred since certification of the SEIR in October 2025.

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

As described in SEIR Section 3.11, Transportation, implementation of the MGSP would develop a transportation network for users of all modes of transportation, including the construction of enhanced transit, pedestrian, and bicycle facilities. The standards and policies proposed under the MGSP would be consistent with policies and standards in relevant transportation plans and would not conflict with any program, plan, ordinance, or policy addressing the circulation system. As a result, the MGSP would result in a less-than-significant impact.

The proposed Project would likely increase the demand for public transit and bicycle and pedestrian facilities through the projected population increase from the proposed Project. However, implementation of the MGSP would include the construction of enhanced circulation system facilities to serve the Project, as well as surrounding future developments proposed under the MGSP. Additionally, the Project would provide a network of internal circulation roads, sidewalks and other pedestrian walkways to connect to the larger transportation network in the MGSP Area and City. Additionally, the proposed Project would include a new short segment of sidewalk on the cul-de-sac bulb of Valley Way, providing more pedestrian connectivity. Therefore, the Project would not conflict with transportation plans, programs, and policies, and impacts would be less than significant, consistent with the MGSP. There would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

As described in SEIR Section 3.11, Transportation, implementation of the MGSP would result in increased residential development and decreased non-residential development across the MGSP plan area. Implementation of the MGSP would not exceed the significance thresholds of 25.40 VMT per service population, or 11.87 VMT per resident. However, employment-based development proposed by the MGSP across the plan area—while not proposed for the Project site—would globally exceed the threshold of 14.31 VMT per employee. Implementation of Mitigation Measures 3.11-2a through 3.11-2f for non-residential development elsewhere in the plan area would aid in reducing VMT from employee commutes, however, it cannot be guaranteed how effective these measures would be. While the SEIR concluded that the MGSP would improve overall VMT conditions compared to the land use scenario envisioned in the City's General Plan, as discussed in SEIR Section 3.6, Greenhouse Gas Emissions and Climate Change, the SEIR determined that effectiveness of the Mitigation Measures above is unknown at this time. Thus, the SEIR determined that this impact would remain significant and unavoidable.

The proposed Project would result in the reduction of non-residential buildings, as the existing non-residential buildings would be demolished to construct the residences. The proposed Project would not result in employment-based development. As the Project would be residential, consistent with the land use envisioned for the site in the MGSP, the resulting VMT would be below the significance threshold of 11.87 VMT per resident, consistent with the SEIR. Therefore, impacts of the proposed Project would be less than significant. There would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

As described in SEIR Section 3.11, Transportation, implementation of the MGSP would improve multimodal circulation and access and minimize the potential for transportation hazards. Future development would be designed in accordance with applicable design and safety standards and subject to review by City staff. The SEIR determined that this impact would be less than significant.

The proposed Project would result in two points of access from the public right-of-way. The first would be via a cul-de-sac to Valley Way on the eastern edge of the Project site, acting as the main ingress/egress to the site. This frontage would contain three driveways on the cul-de-sac bulb and a public sidewalk. The second point of access would be via a short segment of Valley Way to the north of the Project site, which would solely act as an emergency access point, outfitted with a new driveway and removable bollards. Non-emergency vehicle access to the Project site, such as residents and guests, would be provided only from Valley Way and connect to internal private streets. These roadway improvements would be designed according to applicable City design and safety standards and would also require to be reviewed by the City. Therefore, impacts would be less than significant, consistent with the MGSP. There would be no new or substantially more severe significant impact than previously identified in the MGSP SEIR.

d) Result in inadequate emergency access?

As described in the SEIR, Section 3.11, Transportation, implementation of the MGSP proposed streetscape improvements designed to support a variety of mobility options including vehicles, bicycles, transit, and pedestrians. These improvements would be developed in coordination with the MFD and in adherence to the California Fire Code to ensure future development provide adequate emergency access. The SEIR determined that the MGSP would result in less-than-significant impacts related to emergency access.

As mentioned above under a), the proposed Project would result in two points of access, one being via a short segment of Heath Street to the north of the Project site, which would act solely as an emergency vehicle access point. The other point of access would be via a cul-de-sac to Valley Way on the eastern edge of the Project site. The proposed Project would be required to coordinate with MFD. For example, the Project application and conceptual plan set has been distributed to the MFD for their review and feedback. The MFD must provide their approval of the Project design before a building permit is issued. Additionally, the Project must comply with the California Fire Code to ensure that adequate emergency access is provided. Based on the preliminary plans submitted by the applicant,

there would be sufficient turning radius on internal circulation streets for fire trucks to maneuver and reach proposed townhomes or fire hydrants capable of reaching each of the proposed 134 units. Therefore, the proposed Project would have less than significant impacts, consistent with the MGSP. There would be no new or substantially more severe significant impact than previously identified in the MGSP SEIR.

3.17.2 Mitigation Measures

No significant transportation impacts were identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP and have no new significant impacts. No mitigation is required.

3.17.3 Conclusion

No new circumstances or project changes have occurred nor has any new information been found that would result in new significant or substantially more severe impacts than those identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP. Therefore, the Project would not result in new or substantially more severe significant impacts to transportation.

3.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Where Impact was Analyzed in the SEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the SEIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
XVIII. Tribal Cultural Resources. Has a California Native American Tribe requested consultation in accordance with Public Resources Code section 21080.3.1(b)? 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:	Pages 3.4-19 through 3.4-22 of the Draft SEIR	No	No	Yes
a) 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)?	—	—	—	—
b) 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?	—	—	—	—

3.18.1 Discussion

No substantial change in the environmental and regulatory settings related to tribal cultural resources, described in the MGSP SEIR Section 3.4, Cultural and Tribal Cultural Resources, has occurred since certification of the SEIR in October 2025.

- a) **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)?**

- b) 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?

As described in SEIR Section 3.4, Cultural and Tribal Cultural Resources, implementation of the MGSP would result in construction activities associated with future development that may disturb or destroy any previously undisturbed and significant tribal cultural resources or deposits. Implementation of SEIR Mitigation Measures 3.4-3a through 3.4-3e would reduce potentially significant impacts to tribal cultural resources because it would require: tribal cultural awareness; steps to protect known and unknown tribal cultural resources; tribal monitoring; and stop work in case of a discovery. However, because some resources may not be able to be avoided during development of future projects, the MGSP would result in significant and unavoidable impacts.

While the proposed Project is located on previously disturbed and developed land, the Project would involve grading and excavation which may result in the loss of a tribal resource. One precontact archaeological site, which may also qualify as a tribal cultural resource, is known to be located within 100 feet of the Project site. The proposed Project must comply with adopted Mitigation Measures 3.4-3a through 3.4-3e, as described in the MGSP SEIR, to reduce potential impacts to tribal resources. However, the MGSP Area is a highly sensitive area for tribal cultural resources. Due to the sensitivity of the area, it may not be possible to fully avoid all tribal cultural resources during Project development. Thus, impacts could potentially be significant and unavoidable, consistent with the impacts described in the MGSP EIR. There would be no new or substantially more severe significant impacts than previously identified in the MGSP SEIR.

3.18.2 Mitigation Measures

The following adopted mitigation measures were identified in the MGSP SEIR and would continue to remain applicable if the Project were approved.

Mitigation Measure 3.4-3a: Conduct Tribal Cultural Resources Awareness Training

During project-specific environmental review for development under the Specific Plan, the City shall coordinate with California Native American tribe(s) to prepare tribal cultural resource awareness and sensitivity training. All crew members and contractors shall be trained in the protection of tribal cultural resources and sensitive archaeological resources that the tribe(s) deems important. Workers will be trained to halt work if tribal cultural resources or sensitive archaeological resources are encountered and the construction method consists of physical disturbance of land surfaces (e.g., soil disturbance). The program will also underscore the requirement for confidentiality and culturally appropriate treatment of any find of significance to Native Americans and protocols, consistent, to the extent feasible, with Native American Tribal values. The tribe(s) shall determine the most appropriate method of training (e.g., in person, brochure, or archaeological consultant).

Mitigation Measure 3.4-3b: Identify and Protect Unknown Tribal Cultural Resources

During project-specific environmental review under the Specific Plan, if the City in consultation or coordination with the tribe(s) determines that a project activity may cause a substantial adverse change to a tribal cultural resource, and measures to protect the resource are not otherwise identified in the consultation process, the project applicant shall implement the following steps to identify and protect tribal cultural resources or archaeological resources significant to the tribe that may be present in the project's area of effects.

- 1) If a tribal cultural resource is identified, the project lead shall consult with the tribe(s) to consider means of avoiding or reducing ground disturbance within the resource boundaries, including minor modifications of building footprint, landscape modification, the placement of protective fill (e.g., capping), the establishment of a preservation easement, or other means that will avoid or substantially preserve the resource in place. Similar to Mitigation Measure 3.4-2b(iv).

- 2) If avoidance or substantial preservation in place of tribal cultural resources is not possible, the project lead shall implement Mitigation Measure 3.4-3(c).
- 3) For projects that require subsurface testing of archaeological sites that contain indigenous materials, the project applicant shall retain the Native American tribe(s) to monitor the subsurface testing of the project area that is required under Mitigation Measure 3.4-2c. The type of subsurface testing (e.g., ground-penetrating radar, core, forensic dogs, excavation) shall be coordinated with the consulting tribe(s).

Mitigation Measure 3.4-3c: Identify and Protect Known Tribal Cultural Resources

If the City determines that avoidance or preservation in place of a tribal cultural resource is not feasible and ground disturbance cannot be avoided, the project lead and Native American tribe(s) as applicable, shall develop a treatment plan. The treatment plan shall include, but not be limited to testing, excavation strategy, research design, resource significance assessment methods, a burial treatment agreement (if applicable), reporting requirements and health and safety procedures. The burial treatment agreement (if applicable) shall include a discussion of reburial options, locations, and potential easements, considering tribal preferences. This may be developed in conjunction with Mitigation Measure 3.4-2c.

Mitigation Measure 3.4-3d: Retain a Native American Monitor

Irrespective of pedestrian survey or subsurface testing findings, the project lead shall notify the appropriate Native American tribe(s) and retain a representative for tribal cultural resource monitoring prior to the commencement of any ground-disturbing activities within 100 feet from all known tribal and archaeological resources (containing indigenous materials) that have been determined eligible or listed in the CRHR and NRHP, as well as California Historical Landmarks, and any archaeological resources that have not been evaluated for its significance. The project applicant shall contact the tribal representatives a minimum of seven days prior to beginning earthwork or other ground disturbing activities; construction activities will proceed if no response is received 48 hours prior to ground disturbing activities. The tribal monitor shall only be present onsite during the construction phases that involve ground disturbing activities, including but not limited to tree removals, boring, excavation, drilling, and trenching. The tribal monitor shall complete daily monitoring logs that describe each day's activities, including construction activities, locations, soil, and any cultural materials identified. The onsite monitoring shall end when the site grading and excavation activities are completed, or when the tribal representatives and monitor have indicated that the site has a low potential for impacting tribal cultural resources.

Mitigation Measure 3.4-3e: Implement Native American Response and Treatment Protocol

During project-specific environmental review under the Specific Plan, for projects where no archaeological materials have been identified as part of Mitigation Measures 3.4-3b and 3.4-3c, in the event that any tribal cultural resources and/or precontact subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits are discovered during construction, all ground-disturbing activity within 100 feet of the resources shall be halted. The project applicant shall contact the appropriate Native American tribe(s) for their input on the preferred treatment of the find. Mitigation Measure 3.4-3b (1) or Mitigation Measure 3.4-3c and Mitigation Measure 3.4-3d shall be implemented. If artifacts are recovered from significant tribal cultural resources, the first option shall be to transfer the artifacts to an appropriate tribal representative. If possible, accommodations shall be made to reinter the artifacts at the project site or another mutually agreed upon (with the Native American representative) location within the Specific Plan Area. Only if no other options are available will recovered precontact archaeological material be housed at a qualified curation facility, if approved by the consulting tribe(s).

3.18.3 Conclusion

No new circumstances or project changes have occurred nor has any new information been found that would result in new significant or substantially more severe impacts than those identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP. Therefore, the Project would not result in new or substantially more severe significant impacts to tribal cultural resources.

3.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Where Impact was Analyzed in the SEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the SEIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
XIX. Utilities and Service Systems.				
Would the Project:				
a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	Pages 3.12-21 through 3.12-23 of the Draft SEIR	No	No	N/A
b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Pages 3.12-23 through 3.12-25 of the Draft SEIR	No	No	N/A
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	Page 3.12-26 of the Draft SEIR	No	No	N/A
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?	Pages 3.12-27 through 3.12-29 of the Draft SEIR	No	No	N/A
e) Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Pages 3.12-27 through 3.12-29 of the Draft SEIR	No	No	N/A

3.19.1 Discussion

No substantial change in the environmental and regulatory settings related to utilities and service systems, described in the MGSP SEIR Section 3.12, Utilities and Service Systems, has occurred since certification of the SEIR in October 2025.

a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

As described in SEIR Section 3.12, Utilities and Service Systems, implementation of the MGSP could include retention of existing infrastructure as well as installation of new utility lines and infrastructure. Implementation of the MGSP itself would not trigger construction of new or expanded offsite utilities to serve the project's demand that are not planned under the City's infrastructure master plans. The MGSP includes several standards intended to ensure that water, sewer, and stormwater infrastructure would be able to support future growth in the MGSP Area. Therefore, the SEIR determined that impacts would be less than significant,

The Project site contains an existing 8-inch public water main and an associated 15-foot waterline easement that runs through the approximate middle of the Project site. The water main would be abandoned and capped in place, and the associated easement would be vacated. A new 8-inch water line would be routed through the new private streets. Associated water branch lines feeding the buildings would also be installed. Public storm and sewer mains would also be installed within the private streets, as well as eight new transformers. While the Project proposes new water lines, storm and sewer mains, and transformers, these utility lines would be minor lateral connections to existing infrastructure and would not result in the need for relocation or construction of new or expanded facilities that could create significant environmental impacts. Thus, the Project would be consistent with the MGSP, resulting in a less-than-significant impact. There would be no new or substantially more severe significant impact than previously identified in the MGSP SEIR.

b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

As described in SEIR Section 3.12, Utilities and Service Systems, implementation of the MGSP would decrease water demand by 105,875 gallons per day as compared to buildout under the General Plan. However, implementation of the MGSP would contribute to water supply shortages that would potentially trigger the need to construct additional groundwater wells, the construction and operation of which could result in significant environmental impacts. The City is implementing drought contingency measures identified in the urban water management plan (UWMP) through the construction of additional groundwater wells to offset water supply shortages identified for 2030 and 2045 under certain hydrologic conditions, such as consecutive multiple dry years. Therefore, the SEIR determined that there would be sufficient water supply to serve the MGSP Area and reasonable future development during normal, dry, and multiple dry years. This impact was determined to be less than significant.

The Project site is located within the MGSP Area, which is covered in the City's 2020 UWMP. While there is adequate water to serve the City, and Project site, during normal hydrologic conditions, the City is projected to experience water supply shortages during dry year conditions as buildout continues in future years. However, the City is implementing drought contingency measures identified in the UWMP through the construction of additional groundwater wells that would offset the UWMP project dry year conditions through the year 2040. Buildout of the MGSP Area, specifically, would occur over many years rather than all at once, which would incrementally increase water demand. Thus, there would be sufficient water supply for the proposed Project upon completion of Project construction, and with wells established in advance of buildout of the MGSP, there would be sufficient supplies during normal, dry, and multiple dry years for buildout across the City. The proposed Project would result in less than significant impacts, consistent with the MGSP. There would be no new or substantially more severe significant impact than previously identified in the MGSP SEIR.

c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

As described in the SEIR Section 3.12, Utilities and Service Systems, implementation of the MGSP would result in a decrease in water demand by 105,875 gallons per day. Assuming a 1 to 1 ratio of water consumption to wastewater generation, the MGSP would result in a corresponding decrease in wastewater of 105,875 gallons per day. The MGSP includes provisions intended to ensure that sewer infrastructure is able to support future growth in the MGSP Area. As a result, the SEIR determined that impacts would be less than significant.

A technical memo was prepared for the proposed Project that provided a preliminary estimate of the anticipated sewer and waterflow, including hydrology/hydraulic analysis for the storm drain system (see Appendix D). According to the memo, the proposed Project would result in a net increase of approximately 29,796 gallons of wastewater per day, accounting for removal of wastewater from existing onsite uses. The technical memo concluded that the existing 8-inch sanitary sewer pipe located within the Project site would have adequate capacity to accept the additional flow resulting from the Project. Furthermore, because the Project is consistent with the MGSP, it would contribute the overall decrease of 105,875 gallons of wastewater per day on a citywide basis that is anticipated from development of the MGSP. Therefore, the proposed Project would have a less than significant impact, consistent with the MGSP. There would be no new or substantially more severe significant impact than previously identified in the MGSP SEIR.

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?

As discussed in the SEIR Section 3.12, Utilities and Service Systems, implementation of the MGSP would result in construction and demolition activities associated with future development that would generate solid waste, including metals, plastics, wood, concrete, and other building materials. Future construction activities would be required to comply with CALGreen Divisions 4.4 and 5.4, which requires a minimum of 65 percent of all non-hazardous construction and demolition waste to be recycled and/or salvaged for reuse. The MGSP would generate approximately 8.3 fewer tons of operation-related solid waste per day and 3,037 fewer tons of operation-related solid waste per year compared to what was identified in the General Plan Update EIR. Kirby Canyon Landfill, where non-recyclable or reusable materials would be disposed at, would have sufficient capacity to accommodate solid waste generated from buildout of the MGSP. Thus, the SEIR determined that impacts would be less than significant.

The proposed Project would result in both construction and demolition activities that would generate solid waste, including during operation of the proposed Project. Because the Kirby Canyon Landfill would have enough capacity to accommodate solid waste generated from the MGSP and the proposed Project is consistent with the MGSP, the landfill would accommodate solid waste from the Project. With compliance of all applicable state and local management and reduction statutes and regulations, the Project would reduce the amount of operation-related solid waste that would be disposed of at Kirby Canyon Landfill. The proposed Project would also be required to comply with CALGreen code requirements to reduce the amount of construction-related solid wastes disposed of at Kirby Canyon Landfill. Thus, the proposed Project would result in less than significant impacts, consistent with the MGSP. There would be no new or substantially more severe significant impact than previously identified in the MGSP SEIR.

e) Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

As discussed in the SEIR Section 3.12, Utilities and Service Systems, implementation of the MGSP would be required to comply with all applicable state and local management and reduction statutes and regulations related to solid waste, including AB 939, AB 341, AB 1826, and the Milpitas Municipal Code, which would reduce the amount of operation-related solid waste that would be disposed of at Kirby Canyon Landfill. Additionally, the MGSP includes several provisions intended to ensure that solid waste facilities would be able to support future growth in the MGSP Area and that waste continues to be collected and disposed of safely. The SEIR determined that this impact would be less than significant.

As described above under d), the proposed Project would result in activities that would generate solid waste during construction and operation activities. However, the proposed Project would be required to comply with CALGreen code requirements, all applicable state and local management and reduction statutes and regulations, the Milpitas Municipal Code, and MGSP provisions to reduce the amount of solid waste disposed or, ensure that solid waste facilities would be able to support the Project, and ensure that waste is continued to be collected and disposed of safely. Thus, through compliance, impacts would be less than significant, consistent with the MGSP. There would be no new or substantially more severe significant impact than previously identified in the MGSP SEIR.

3.19.2 Mitigation Measures

No significant utilities and service system impacts were identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP and have no new significant impacts. No mitigation is required.

3.19.3 Conclusion

No new circumstances or project changes have occurred nor has any new information been found that would result in new significant or substantially more severe impacts than those identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP. Therefore, the Project would not result in new or substantially more severe significant impacts to utilities and service systems.

3.20 WILDFIRE

ENVIRONMENTAL ISSUES	Where Impact was Analyzed in the SEIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Do Mitigation Measures in the SEIR Address/ Resolve Impacts, Including Impacts That Would Otherwise be New or Substantially More Severe?
XX. Wildfire.				
Is the Project located in or near state responsibility areas or lands classified as high fire hazard severity zones?				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Page 1-5 of the Draft SEIR	No	No	N/A
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?	Page 1-5 of the Draft SEIR	No	No	N/A
c) Require the installation 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?	Page 1-5 of the Draft SEIR	No	No	N/A
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?	Page 1-5 of the Draft SEIR	No	No	N/A

3.20.1 Discussion

No substantial change in the environmental and regulatory settings related to wildfire has occurred since certification of the SEIR in October 2025.

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

- c) **Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**
- d) **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

As discussed in Section 1.3.6 of the SEIR, the MGSP is surrounded by urban uses and is less prone to wildfire. The City of Milpitas, including the MGSP Area, is located within a local responsibility area, served by MFD. The City of Milpitas is not categorized as a "Very High" FHSZ by CAL FIRE. There are additionally, no State Responsibility areas within the city limits, however areas east of the city are designated as "high" FHSZ by CAL FIRE. New construction associated with the MGSP is subject to the City Municipal Code and California Fire Code which include safety measures to minimize the threat of fire. Because the MGSP is not located within a "High" or "Very High" FHSZ, the MGSP would have no impact related to wildfire risk. The proposed Project is in the Plan Area and is consistent with the MGSP, and CAL FIRE has not adopted new fire hazard severity zone mapping since adoption of the MGSP. Therefore, the proposed Project would also have no impact to wildfire.

3.20.2 Mitigation Measures

No impacts, including significant impacts to wildfire were identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP and have no impacts on wildfire. No mitigation is required.

3.20.3 Conclusion

No new circumstances or project changes have occurred nor has any new information been found that would result in new significant or substantially more severe impacts than those identified in the MGSP SEIR. The proposed Project would be consistent with the MGSP. Therefore, the proposed Project would have no impacts to wildfire.

4 REFERENCES

3.4 Air Quality

California Air Pollution Control Officers Association. 2024. *Non-Vehicular Diesel Engine Risk Assessment Guidance*. California Air Pollution Control Officers Association, California Air Resources Board. Retrieved on November 5, 2025. Available: <https://ww2.arb.ca.gov/sites/default/files/classic/ab2588/2024%20DICE%20Screening%20Risk%20Guidelines.pdf>.

CAPCOA. See California Air Pollution Control Officers Association.

Cernansky, N.P. 1983. Diesel Exhaust Odor and Irritants: A Review. *Journal of the Air Pollution Control Association*, 33:2, 97-104, DOI:

EPA. See US Environmental Protection Agency.

US Environmental Protection Agency. 2004. *Final Rule for Control of Emissions of Air Pollution From Nonroad Diesel Engines and Fuel*. Federal Register, Volume 69, No. 124: June 29, 2004

3.5 Biological Resources

County of Santa Clara, City of San Jose, City of Morgan Hill, City of Gilroy, Santa Clara Valley Water District, and Santa Clara Valley Transportation Authority. 2012. *Final Santa Clara Valley Habitat Plan*. Adopted by the Santa Clara Valley Habitat Agency August 2012. Morgan Hill, CA.

3.7 Energy

California Air Resources Board. 2022. *2022 Scoping Plan for Achieving Carbon Neutrality*. Adopted by the California Air Resources Board November 16, 2022. Sacramento, CA.

CARB. See California Air Resources Board.

City of Milpitas. 2022. *Milpitas Climate Action Plan Update*. Adopted by Milpitas City Council August 9, 2022. Milpitas, CA.

3.8 Geology and Soils

California Department of Conservation. 2024. CGS Seismic Hazard Program: Liquefaction Zones. Available: <https://maps-cnra-cadoc.opendata.arcgis.com/datasets/cadoc::cgs-seismic-hazards-program-liquefaction-zones/explore?location=37.427371%2C-121.910910%2C16.13>. Accessed November 18, 2025.

California Department of Conservation. 2025. *Earthquake Zones of Required Investigation*. Available: <https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/>. Accessed November 18, 2025.

DOC. See California Department of Conservation.

Rockridge Geotechnical. 2025 (June). *Preliminary Geotechnical Investigation Proposed Residential Development 600 Valley Way, Milpitas, California*.

3.9 Greenhouse Gas Emissions

California Air Resources Board. 2022. *2022 Scoping Plan for Achieving Carbon Neutrality*. Adopted by the California Air Resources Board November 16, 2022. Sacramento, CA.

CARB. See California Air Resources Board.

City of Milpitas. 2022. *Milpitas Climate Action Plan Update*. Adopted by Milpitas City Council August 9, 2022. Milpitas, CA.

3.10 Hazards

California State Water Resources Control Board. 2025. GeoTracker. Available:
<https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Sacramento>.
Accessed November 21, 2025.

California Department of Toxic Substances Control. 2025. EnviroStor. Available:
https://www.envirostor.dtsc.ca.gov/public/map/?global_id=60002678. Accessed November 21, 2025.

DTSC. See California Department of Toxic Substances Control.

SWRCB. See California State Water Resources Control Board.

3.11 Hydrology and Water Quality

City of Milpitas. 2021. *City of Milpitas Storm Drain Master Plan*. Available at:
<https://www.milpitas.gov/DocumentCenter/View/3432/2021-Storm-Drain-Master-Plan-PDF?bidId=>. Accessed
December 3, 2025.

San Francisco Bay Regional Water Board. 2024. Water Quality Control Plan for the San Francisco Bay Basin. Last
amended and approved by the State Water Resources Control Board July 22, 2024. San Francisco, CA.

San Francisco Bay RWQCB. See San Francisco Bay Regional Water Board.

5 LIST OF PREPARERS

City of Milpitas (Lead Agency)

Kristina Phung, AICP Senior Planner

Ascent, Inc. (CEQA Compliance)

Pat Angell Principal

George Dix Project Manager/Senior Planner

Jacklyn Bottomley Assistant Project Manager/Planner

Michele Mattei Publishing Specialist

Corey Alling Graphic Specialist

This page intentionally left blank.

Appendix A

Historic Resources Report

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 11

*Resource Name or #: Calaveras Business Center

P1. Other Identifier: Sobrato Milpitas Center; 600 Valley Way

***P2. Location:** ☐ Not for Publication ☒ Unrestricted

***a. County:** Santa Clara

***b. USGS 7.5' Quad** Milpitas **Date:** 2021 **Township:** 6S; **Range:** 1W

c. Address: 461-606 Valley Way City: Milpitas Zip: 95035

d. UTM: Zone 10 S, 594026 mE / 4143327 mN

e. Other Locational Data: APN 022-28-022; 022-28-024; 022-28-025

***P3a. Description:**

See field "D3. Detailed Description" of the attached District Record form.

***P3b. Resource Attributes:** HP6. 1-3 story commercial building

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

P5a. Photograph or Drawing



P5b. Description of Photo:

Aerial overview of the Calaveras Business Center, view northeast (imagery ©2023, Google Maps)

***P6. Date Constructed/Age and Source:**

☒ Historic ☐ Prehistoric ☐ Both
1977 (Buildings No. 1 and 2); 1978 (Buildings No. 3 and 4); 1985 (Building No. 5) (County Assessor)

***P7. Owner and Address:**

The Sobrato Organization
599 Castro Street, Suite 400
Mountain View, CA 94041

***P8. Recorded by:**

Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** April 25, 2023

***P10. Survey Type:** Intensive

***P11. Report Citation:** None

***Attachments:** ☐ NONE ☒ Location Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Sketch Map

Page 2 of 11

*NRHP Status Code: 6Z

*Resource Name or # Calaveras Business Center

D1. Historic Name: Calaveras Business Center D2. Common Name: Sobrato Milpitas Center

***D3. Detailed Description:** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.)

The Sobrato Milpitas Center, originally known as the Calaveras Business Center, is an office park located in western Milpitas in Santa Clara County. The complex includes five commercial office buildings across three adjoining parcels (APNs 022-28-022, 022-28-024, and 022-28-025), which together form a roughly triangular property bordered by single-family residential development to the north, commercial development to the east, and the interchange of Interstate 880 (the Nimitz Freeway) and Calaveras Road (California State Route 237, or SR 237) to the west. (See continuation sheet.)

***D4. Boundary Description:**

The boundary of the recorded resource, the Calaveras Business Center, encompasses the three legal parcels that contain the five-building complex: APNs 022-28-022, 022-28-024, and 022-28-025. The southern and western boundary generally follows the California Department of Transportation right-of-way along the interchange of Interstate 880 and Calaveras Road for a distance of approximately 1,000 feet. The boundary then turns in a southeasterly direction and leads approximately 750 feet along the edge of an adjacent residential tract. It then leads approximately 200 feet south along the western boundary of an adjacent commercial parcel, before turning southwest and leading approximately 450 feet back to the right-of-way along the freeway interchange. This boundary is depicted on the location and sketch maps presented on the following sheets in this DPR form set.

***D5. Boundary Justification:**

ARG selected the boundary of the recorded resource because it corresponds to the three legal parcels acquired by Orosel-Russo to develop the Calaveras Business Center, which includes five buildings constructed in three phases between 1978 and 1985. The boundary encompasses those buildings that have a shared development history and related architectural character, as well as the associated landscaping, drives and walkways, and surface parking.

D6. Significance: Theme: N/A

Area: N/A

Period of Significance: N/A

Applicable Criteria: N/A

The earliest inhabitants of the Santa Clara Valley, including the present city of Milpitas, were members of the Ohlone or Costanoan linguistic subgroup. The Ohlone group consisted of eight distinct and politically autonomous linguistic subgroups who populated the area from the San Francisco Peninsula to northern Monterey County. Members of the Tamien (or Tamyen) subgroup settled in the vicinity of present-day Milpitas, establishing at least one village within the city's current boundaries. The Ohlone also built numerous large burials, called shellmounds, at several places in the city. (See continuation sheet.)

***D7. References:**

See continuation sheet.

***D8. Evaluator:** Caitlyn Ewers and Jon Rusch

Date: May 19, 2023

Affiliation and Address:

Architectural Resources Group (ARG)

Pier 9, The Embarcadero, Suite 107

San Francisco, CA 94111

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

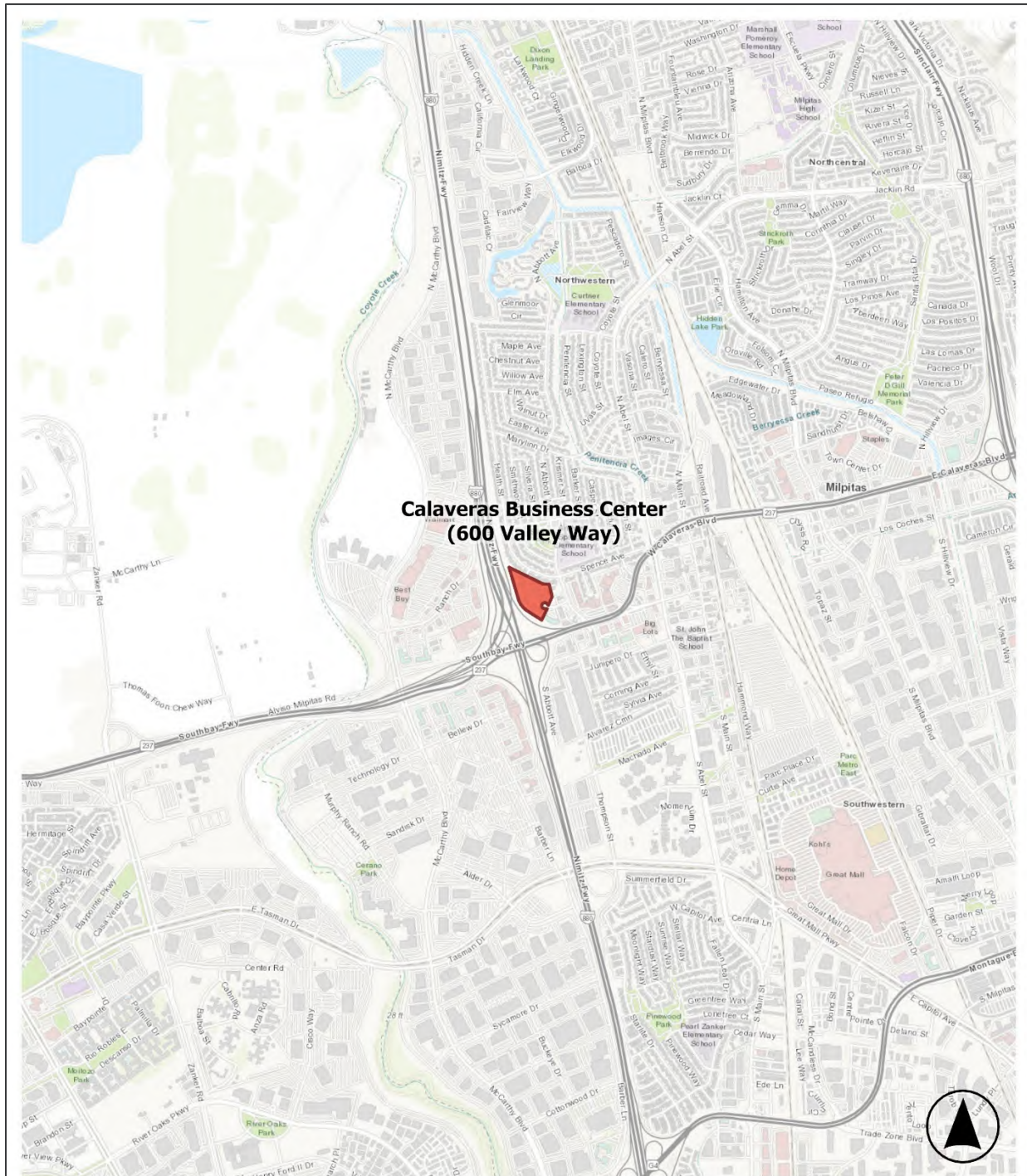
Primary # _____
HRI # _____
Trinomial _____

Page 3 of 11

*Resource Name or # Calaveras Business Center

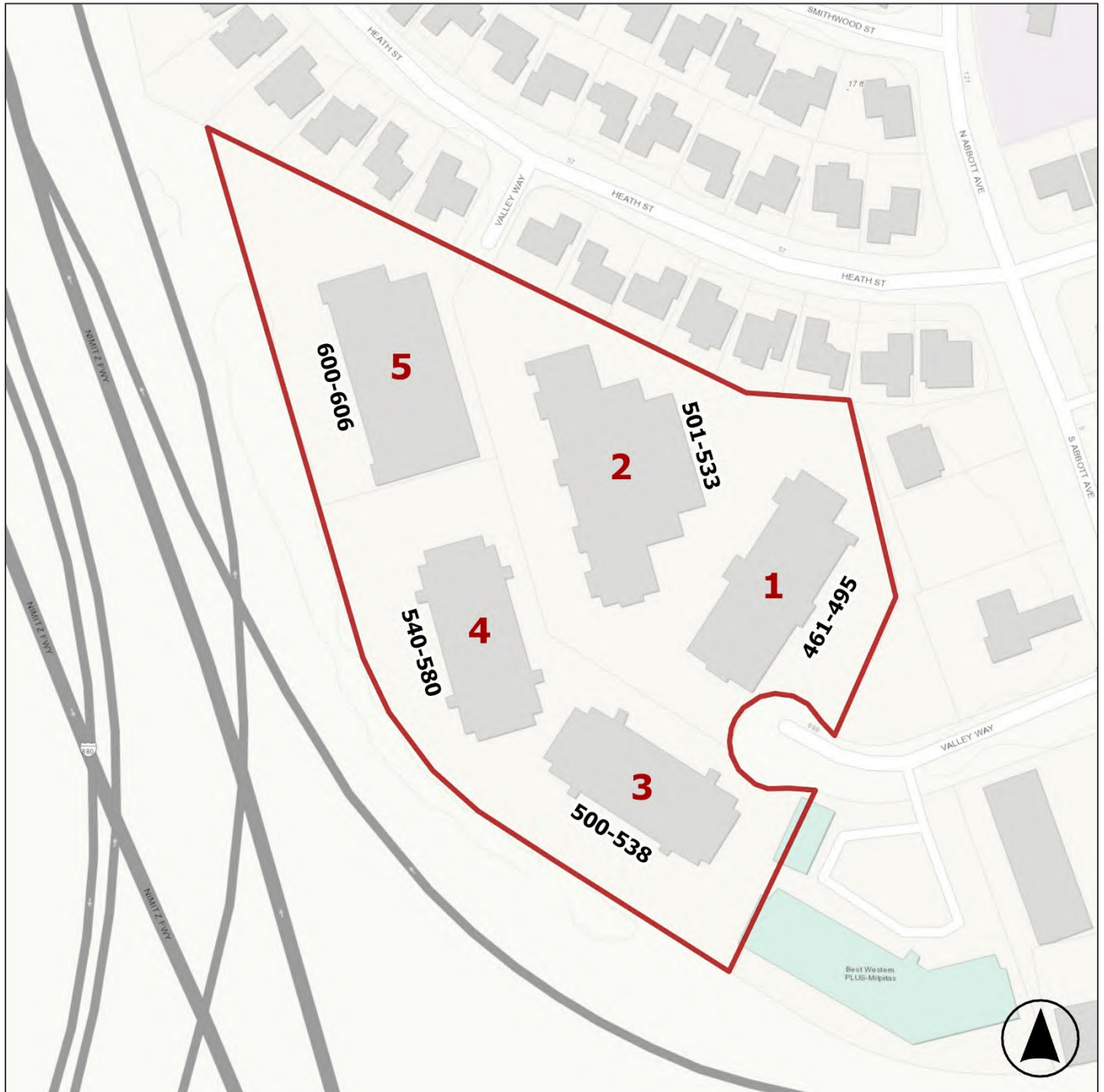
Map Name: Calaveras Business Center Location Map Scale: 1:24,000

Date: April 19, 2023



Calaveras Business Center (600 Valley Way) | Santa Clara County, California

Topographic Location Map
Quadrangle: Milpitas
Scale: 1:24,000
Base Map: World Topographic Map (2021)



Sketch map of the Calaveras Business Center with the red outline denoting the boundary (ESRI World Topographic Map, 2021).

***D3. Detailed Description** (continued):

Access to the Calavera Business Center is from Abbot Avenue via Valley Way, which terminates in a cul-de-sac at the southeastern edge of the complex. Wide curb cuts in the sidewalk lining the cul-de-sac give way to asphalt-paved vehicular drives flanked by surface parking stalls; in combination with a series of intermittent concrete-paved walkways, these drives facilitate vehicular and pedestrian circulation throughout the site among the five buildings.

The buildings, which are evenly dispersed across the park, include Building 1 (461-495 Valley Way), Building 2 (501-533 Valley Way), Building 3 (500-538 Valley Way), Building 4 (540-580 Valley Way), and Building 5 (600-606 Valley Way). Buildings 1 and 2, which were constructed in 1977, are located at the eastern side of the site on one legal parcel (APN: 022-28-022); Buildings 3 and 4, which were constructed in 1978, are located along the southwestern boundary on a second legal parcel (APN: 022-28-024); and Building 5, which was constructed in 1985, is located at the northwestern corner on a third legal parcel (APN: 022-28-025). The buildings are one or two stories in height with flat roofs and low parapets, and they feature Spanish Revival-style details including textured stucco cladding, segmental arched openings over some doors and walkways, and shed roofs with clay barrel tile. Tiled roofs are specifically located over the entrance projections at Buildings 1 and 2, the second-story walkways at Buildings 3 and 4, and the east façade of Building 5. Though constructed at different times, the buildings' design and materials generally convey a cohesive architectural character. More detailed descriptions of the individual buildings are presented on separate Department of Parks and Recreation 523A forms that are included in this form set.

Numerous planting beds lined by concrete curbs are clustered around each of the buildings and line the perimeter of the complex. The beds contain a combination of low manicured shrubs, flowers, and ivy or other ground cover, as well as mature deciduous trees. Near the western side of the complex, the area between Buildings 3 and 4 is landscaped with shade trees and a grass lawn cut through by a concrete walkway and a concrete pad with tables and benches. Trash enclosures consisting of poured concrete pads encircled by chain-link fencing with privacy slats are located at intervals around the perimeter of the property and off the south side of Building 2.

Minor features in the Calavera Business Center include signage, lighting, and utilities. A large monument sign with a map of the site and a list of tenants in each of the five buildings is located at the edge of the Valley Way cul-de-sac, near the southern corner of Building 1, and small metal signposts denoting parking restrictions and building numbers are interspersed throughout the site. Metal bollard lights line some walkways and illuminate building entrances, and pad-mounted transformers, water shut-off valve access panels, and fire hydrants are located near each of the five buildings.

D6. Significance (continued):

Archaeological evidence gathered from these sites reveals that the Ohlone living in present-day Milpitas were part of a rich trade network spanning Sacramento to Monterey.¹ Spanish colonization of the Santa Clara Valley in the late eighteenth century led to the decimation of the Ohlone and the establishment of numerous Catholic missions, which were part of a larger colonization strategy that also included civilian settlements and military outposts (presidios). Milpitas is located at the crossroads of two of these missions: the Mission Santa Clara de Asis in present-day Santa Clara, established in 1777, and Mission San José in present-day Fremont, established in 1797. Following Mexico's victory in the Mexican War of Independence, the land around the missions was secularized and divided into large, private land grants called ranchos. Present-day Milpitas includes land from three ranchos granted by the Mexican government between 1835 and 1839. The Calaveras Business Center is located on land within Rancho Tularcitos, which was granted to José Higuera in 1839 and originally contained 4,394 acres.²

In 1848, following the end of the Mexican-American War, Mexico ceded present-day California to the United States. Over the next several decades, large numbers of Americans arrived to farm the fertile lands of the Santa Clara Valley. Milpitas developed as an agricultural community, an important shipping point for agricultural goods, and a popular rest stop for travelers. Freight

¹ "A brief history of Milpitas, California," *Milpitas Community Museum*, accessed May 10, 2023, at <http://www.milpitashistory.org/home/>; The Ervin Consulting Group, *Milpitas Redevelopment Amendments: Thirteenth Amendment to the Redevelopment Plan for the Milpitas Project Area No. 1, Sixth Amendment to the Great Mall Redevelopment Plan: Draft Environmental Impact Report*, State Clearinghouse No. 2009092025 (prepared for the Milpitas Redevelopment Agency, December 2009), 6.3-2.

² Robert Burrill, *Images of America: Milpitas* (Charleston, SC: Arcadia Publishing, 2004), 16; The Ervin Consulting Group, *Milpitas Redevelopment Amendments*, 6.3-4.

and passenger trains arrived and departed from the Western Pacific Railroad depot several times daily, and the growing highway network precipitated the development of several roadside restaurants and other services for travelers. However, the community remained relatively small and predominantly rural throughout this period. In early 1954, when the city incorporated, its population stood at 825 people.³

The 1950s and the early 1960s introduced substantial changes to the newly incorporated city, including the construction of Interstate 880 (the Nimitz Freeway), which linked the major urban centers of San José and Oakland on the east side of San Francisco Bay, and the completion of the Ford Motor Company Assembly Plant in south Milpitas in 1955. Subsequent commercial and residential development swallowed up hayfields and other agricultural land, and Milpitas rapidly transformed from a rural farming and shipping community into a densely developed suburb of San José.⁴ By 1960, a number of single-family residential neighborhoods had been laid out and built between N. Main Street, which was the city's historic downtown commercial street, and the new interstate.⁵ Development continued in earnest through the 1970s and 1980s, and the city's population has continued to grow into the twenty-first century. At the time of the 2020 census, Milpitas claimed more than 80,000 residents.⁶

Calaveras Business Center History

Topographic maps and aerial photographs reveal that the site now containing the Calaveras Business Center was in agricultural use from the late nineteenth century into the post-World War II period. The construction and expansion of the Nimitz Freeway and SR 237 in the 1950s and 1960s ate away at surrounding agricultural properties and catalyzed new residential and suburban development, rapidly eroding the site's rural character. By 1968, portions of the agricultural property northeast of the interchange between the Nimitz Freeway and SR 237 had succumbed to residential development, although area including the present Calaveras Business Center remained open and undeveloped into the 1970s.⁷

In 1976, the Sunnyvale-based real estate developer Orosel Enterprises announced its plans to construct a six-building commercial office park, the Calaveras Business Center, at the site.⁸ Founded by Richard J. Orosel (b. 1937), Orosel Enterprises was involved in the construction of several office and industrial parks in the San Francisco Bay Area during the 1970s and 1980s, including the Lester-Orosel Business Park at 1400 Stierlin Road in Mountain View and the Hollister Business Park near the Hollister Municipal Airport.⁹ Orosel himself had experience in both general contracting and sales, and he had owned at least one general contracting venture before establishing Orosel Enterprises around 1970.¹⁰ Newspaper announcements suggest that Orosel Enterprises occasionally partnered with other corporations to finance large development projects, as it may have done for the Calaveras Business Center; a 1976 announcement for the Calaveras Business Center's construction refers to the developer as "Orosel-Russo," a name that did not appear in other newspaper records from the same period.¹¹

³ Burrill, *Images of America: Milpitas*, 51, 109; The Ervin Consulting Group, *Milpitas Redevelopment Amendments*, 6.3-4.

⁴ The Ervin Consulting Group, *Milpitas Redevelopment Amendments*, 6.3-4.

⁵ Nationwide Environmental Title Research, LLC, Historic Aerials, photographs of 600 Valley Way, Milpitas, CA, 1948, 1956, 1960, <https://www.historicaerials.com/viewer>.

⁶ The Ervin Consulting Group, *Milpitas Redevelopment Amendments*, 6.3-4; "QuickFacts: Milpitas city, California," *United States Census Bureau*, accessed May 10, 2023, at <https://www.census.gov/quickfacts/fact/table/milpitascitycalifornia/PST045222>.

⁷ Nationwide Environmental Title Research, LLC, Historic Aerials, photographs of 600 Valley Way, Milpitas, CA, 1948, 1956, 1960, <https://www.historicaerials.com/viewer>; Nationwide Environmental Title Research, LLC, United State Geological Survey 7.5-minute maps, "San Jose, CA" quadrangle, 1897, 1909, 1926, <https://www.historicaerials.com/viewer>.

⁸ "What's New All Around the Bay Area," *San Francisco Examiner*, November 7, 1976.

⁹ "The Building Scene: Mountain View," *San Francisco Examiner*, January 28, 1973; "Real estate notebook," *San Francisco Examiner*, August 2, 1981; Lon M. Carlston, "Quake-prone Hollister commits itself to growth," *Oakland Tribune*, August 24, 1980.

¹⁰ "Certificate of Business," *Van Nuys News and Valley Green Sheet*, October 5, 1961; "Plan Opening Today at Apartments," *Van Nuys News and Valley Green Sheet*, January 24, 1965; "Professional Man," *San Francisco Examiner*, February 10, 1970; "Shapell Appointees," *Oakland Tribune*, November 21, 1971; Linnea Waltz, "Multi-use developments share costs," *San Luis Obispo County Telegram-Tribune*, July 7, 1983.

¹¹ "What's New Around the Bay: Santa Clara," *San Francisco Examiner*, April 14, 1974; "What's New All Around the Bay Area," *San Francisco Examiner*, November 7, 1976.

The land that Orosel-Russo had acquired for the Calaveras Business Center was adjacent to the recently completed Nimitz Freeway cloverleaf at SR 237.¹² The developer's original vision for the office complex was that it would be constructed in two phases: the first phase would create more than 44,000 square feet of office space, and the second phase would create 55,000 square feet.¹³ Ultimately, the complex comprised five buildings totaling 108,000 square feet.¹⁴ The first two buildings were completed in 1977; currently known as Building 1 and Building 2, both are located on the legal parcel that formed the eastern portion of the business park (APN: 022-28-022). The next two buildings, currently known as Building 3 and Building 4, were constructed on the legal parcel at the west side of the park in 1978 (APN: 022-28-024). A fifth building, currently known as Building 5, was constructed on a third legal parcel at the north end of the complex in 1985 (APN: 022-28-025).¹⁵

All five buildings in the complex were designed using a simple and functional architectural style that referenced Spanish Colonial influences. This type of architectural treatment was common throughout the South Bay region in the later decades of the twentieth century—specifically in office parks and other commercial developments.

Each of the buildings was designed to house several commercial office tenants. Many of the earliest tenants have not been identified; however, newspaper research indicates that occupants of the Calaveras Business Center included several scientific instrument companies as well as financial and administrative services. Known tenants during the 1970s and 1980s include Delta Associates (507 Valley Way, Building 2), Philips Test & Measuring Instruments, Inc. (489 Valley Way, Building 1), and FlexStar Corporation (606 Valley Way, Building 5), all of which produced scientific instruments; a Bay Area loan company called North American Funding Service (572 Valley Way, Building 4); and the Del Taco administrative offices for northern California (580 Valley Way, Building 4, and later 489 Valley Way, Building 1).¹⁶ The complex is currently owned by Sobrato Philanthropies, the philanthropic arm of the Sobrato Organization, and is known as the Sobrato Milpitas Center.¹⁷

California Register of Historical Resources Evaluation

The following is an evaluation of the Calaveras Business Center under the four evaluative criteria of the California Register of Historical Resources.

California Register of Historical Resources, Criterion 1

The Calaveras Business Center was constructed as part of a much broader trend of commercial development in the San Francisco Bay Area (and in Milpitas, in particular) that began in the early post-World War II period. However, research did not conclude that the property played a significant role in this trend. The office park was constructed more than two decades after the beginning of the South Bay's major postwar development boom, and it does not represent an innovative or rare property type; many other extant properties in the Milpitas area speak to the same context of 1970s and 1980s commercial development. Furthermore, no known tenant of the property appears to have made significant contributions to their respective industries, nor to the local or state economies considered more broadly. The office complex has no apparent associations with significant

¹² Nationwide Environmental Title Research, LLC, United State Geological Survey 7.5-minute maps, "San Jose, CA" quadrangle, 1969, 1975, <https://www.historicaerials.com/viewer>.

¹³ "What's New All Around the Bay Area," *San Francisco Examiner*, November 7, 1976.

¹⁴ "Milpitas Center," *SOBRATO Philanthropies*, accessed May 10, 2023, at <https://www.sobrato.com/sobrato-philanthropies/what-we-fund/silicon-valley/sobrato-centers-for-nonprofits-scnf/milpitas-center/>.

¹⁵ Office of the Assessor, Santa Clara County, "Property Information - Assessor's Parcel Number (APN): 022-28-022," *County of Santa Clara*, accessed May 9, 2023, at <https://www.sccassessor.org/index.php/apn-redirect?ApnValue=02228022>; Office of the Assessor, Santa Clara County, "Property Information - Assessor's Parcel Number (APN): 022-28-024," *County of Santa Clara*, accessed May 9, 2023, at <https://www.sccassessor.org/index.php/apn-redirect?ApnValue=02228024>; Office of the Assessor, Santa Clara County, "Property Information - Assessor's Parcel Number (APN): 022-28-025," *County of Santa Clara*, accessed May 9, 2023, at <https://www.sccassessor.org/index.php/apn-redirect?ApnValue=02228025>.

¹⁶ "Research & Development: R & D positions are rare and ultimately more challenging," *San Francisco Examiner*, October 7, 1979; "Step Right In: An Opportunity to Step into Management at Del Taco," *Santa Cruz Sentinel*, April 22, 1979; "Restaurant: The Team That Swept the Southland is Growing North!" *The Chico Enterprise Record*, March 4, 1980; "Loan Officers," *Sacramento Bee*, March 9, 1980; "Manufacturer's Representative," *Sacramento Bee*, January 13, 1981; "Sales Rep," *Los Angeles Times*, November 1, 1987.

¹⁷ "Milpitas Center," *SOBRATO Philanthropies*, accessed May 10, 2023, at <https://www.sobrato.com/sobrato-philanthropies/what-we-fund/silicon-valley/sobrato-centers-for-nonprofits-scnf/milpitas-center/>.

historical events or and no significant associations with broad patterns of local, state, or national history, and so it does not meet the threshold for significance under this criterion.

California Register of Historical Resources, Criterion 2

Research did not identify persons associated with the subject property who would be considered historically significant at the local, state, or national levels. Newspaper records indicate that the owner of the property's development company, Richard J. Orosel, was not particularly prolific, innovative, or eminent among other Bay Area developers working in the 1970s and 1980s. Similarly, none of the property's known tenants could be shown conclusively to have made a significant impact in local, state, or national history during their period of occupancy or afterward. As such, the property does not meet the threshold for significance under this criterion.

California Register of Historical Resources, Criterion 3

Although the Calaveras Business Center appears to remain relatively intact to its period of construction, it does not embody high architectural or artistic value that would render it architecturally significant. Research did not reveal the office park's original designer(s) or builder(s) and did not suggest that it is the work of a master architect, builder, or landscaper. Rather, the general forms, materials, and stylistic elements utilized throughout the complex represent a generally attractive but unremarkable design strategy to house commercial and office tenants within a low-scale, suburban office park environment. Numerous other examples of similar complexes exist in the South Bay area, and the Calaveras Business Center does not have any architectural characteristics that distinguish it from comparable properties. As such, the property does not meet the threshold for significance under this criterion.

California Register of Historical Resources, Criterion 4

Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, no component of the Calaveras Business Center, nor the complex as a whole, appears to fill a known data gap or research questions related to the history of commercial development in the South Bay region during the 1970s and 1980s that is not otherwise detailed extensively available primary and secondary historical sources. Therefore, the property does not appear to meet the threshold for significance under this criterion.

Conclusion

As described above, the subject property does not rise to the level of significance necessary for inclusion in the California Register. Consequently, the subject property is not considered a historical resource for the purposes of the California Environmental Quality Act (CEQA).

***D7. References** (continued):

"A brief history of Milpitas, California." *Milpitas Community Museum*. Accessed May 10, 2023.
<http://www.milpitashistory.org/home/>.

"The Building Scene: Mountain View." *San Francisco Examiner*. January 28, 1973.

Burrill, Robert. *Images of America: Milpitas*. Charleston, SC: Arcadia Publishing, 2004.

Carlston, Lon M. "Quake-prone Hollister commits itself to growth." *Oakland Tribune*. August 24, 1980.

"Certificate of Business." *Van Nuys News and Valley Green Sheet*. October 5, 1961.

The Ervin Consulting Group. *Milpitas Redevelopment Amendments: Thirteenth Amendment to the Redevelopment Plan for the Milpitas Project Area No. 1, Sixth Amendment to the Great Mall Redevelopment Plan: Draft Environmental Impact Report*. State Clearinghouse No. 2009092025. Prepared for the Milpitas Redevelopment Agency, December 2009.

"Loan Officers." *Sacramento Bee*. March 9, 1980.

"Manufacturer's Representative." *Sacramento Bee*. January 13, 1981.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 9 of 11

*Recorded by: Architectural Resources Group

Resource Name or # Calaveras Business Center

*Date: May 19, 2023

☒ Continuation ☐ Update

"Milpitas Center." *SOBRATO Philanthropies*. Accessed May 10, 2023. <https://www.sobrato.com/sobrato-philanthropies/what-we-fund/silicon-valley/sobrato-centers-for-nonprofits-scnp/milpitas-center/>.

Nationwide Environmental Title Research, LLC. Historic Aerials. Photographs of 600 Valley Way, Milpitas, CA. 1948, 1956, 1960. <https://www.historicaerials.com/viewer>.

-----. United State Geological Survey 7.5-minute maps, "San Jose, CA" quadrangle. 1897, 1909, 1926, 1969, 1975. <https://www.historicaerials.com/viewer>.

Office of the Assessor, Santa Clara County. "Property Information - Assessor's Parcel Number (APN): 022-28-022." *County of Santa Clara*. Accessed May 9, 2023. <https://www.sccassessor.org/index.php/apn-redirect?ApnValue=02228022>.

-----. "Property Information - Assessor's Parcel Number (APN): 022-28-024." *County of Santa Clara*. Accessed May 9, 2023. <https://www.sccassessor.org/index.php/apn-redirect?ApnValue=02228024>.

-----. "Property Information - Assessor's Parcel Number (APN): 022-28-025." *County of Santa Clara*. Accessed May 9, 2023. <https://www.sccassessor.org/index.php/apn-redirect?ApnValue=02228025>.

"Plan Opening Today at Apartments." *Van Nuys News and Valley Green Sheet*. January 24, 1965.

"Professional Man." *San Francisco Examiner*. February 10, 1970.

"Real estate notebook." *San Francisco Examiner*. August 2, 1981.

"Research & Development: R & D positions are rare and ultimately more challenging." *San Francisco Examiner*. October 7, 1979.

"Restaurant: The Team That Swept the Southland is Growing North!" *The Chico Enterprise Record*. March 4, 1980.

"Sales Rep." *Los Angeles Times*. November 1, 1987.

"Shapell Appointees." *Oakland Tribune*. November 21, 1971.

"Step Right In: An Opportunity to Step into Management at Del Taco." *Santa Cruz Sentinel*. April 22, 1979.

United States Census Bureau. "QuickFacts: Milpitas city, California." *United States Census Bureau*. Accessed May 10, 2023. <https://www.census.gov/quickfacts/fact/table/milpitascitycalifornia/PST045222>.

Waltz, Linnea. "Multi-use developments share costs." *San Luis Obispo County Telegram-Tribune*. July 7, 1983.

"What's New All Around the Bay Area." *San Francisco Examiner*. November 7, 1976.

"What's New Around the Bay: Santa Clara." *San Francisco Examiner*. April 14, 1974.

Page 10 of 11

*Recorded by: Architectural Resources Group

Resource Name or # Calaveras Business Center

*Date: May 19, 2023

☒ Continuation ☐ Update



Overview of Calaveras Business Center from Valley Way cul-de-sac, view facing northwest (ARG, April 2023).



View of Building 2 and adjacent walkways and planting beds, view facing north-northwest (ARG, April 2023).

Page 11 of 11

*Recorded by: Architectural Resources Group

Resource Name or # Calaveras Business Center

*Date: May 19, 2023

☒ Continuation ☐ Update



View of Building 3 and adjacent landscaping, including concrete patio area, view facing south-southeast (ARG, April 2023).



View of Building 5 and adjacent landscaping, parking, signage, and utilities, view facing northwest (ARG, April 2023).

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4

*Resource Name or #: 461-495 Valley Way

P1. Other Identifier: Building 1

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County: Santa Clara

*b. USGS 7.5' Quad Milpitas Date: 2021

Township: 6S; Range: 1W

c. Address: 461-495 Valley Way

City: Milpitas

Zip: 95035

d. UTM: Zone 10S, 597753 mE/ 4141203 mN

e. Other Locational Data: APN 022-28-022

***P3a. Description:**

The subject property located at 461-495 Valley Way (Building 1) is one of five buildings within the Sobrato Milpitas Center and is located in the southeastern portion of the complex. The building is oriented east-northeast on an irregularly shaped parcel (APN: 022-28-022), which it shares with another building (Building 2) to the north. The parcel containing both buildings is accessed by Valley Way, which includes a cul-de-sac that gives way to additional vehicular drives and surface parking lots along each side of the parcel. (See continuation sheet.)

*P3b. Resource Attributes: HP6. 1-3 story commercial building

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

P5a. Photograph or Drawing



P5b. Description of Photo:

View of Building 1 south façade, view facing north, April 28, 2023 (Architectural Resources Group)

***P6. Date Constructed/Age and Source:**

☒ Historic ☐ Prehistoric ☐ Both
1977 (County Assessor)

***P7. Owner and Address:**

The Sobrato Organization
599 Castro Street, Suite 400
Mountain View, CA 94041

***P8. Recorded by:**

Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

*P9. Date Recorded: April 28, 2023

*P10. Survey Type: Intensive-level Survey

*P11. Report Citation: None

*Attachments: ☐ NONE ☐ Location Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Sketch Map

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

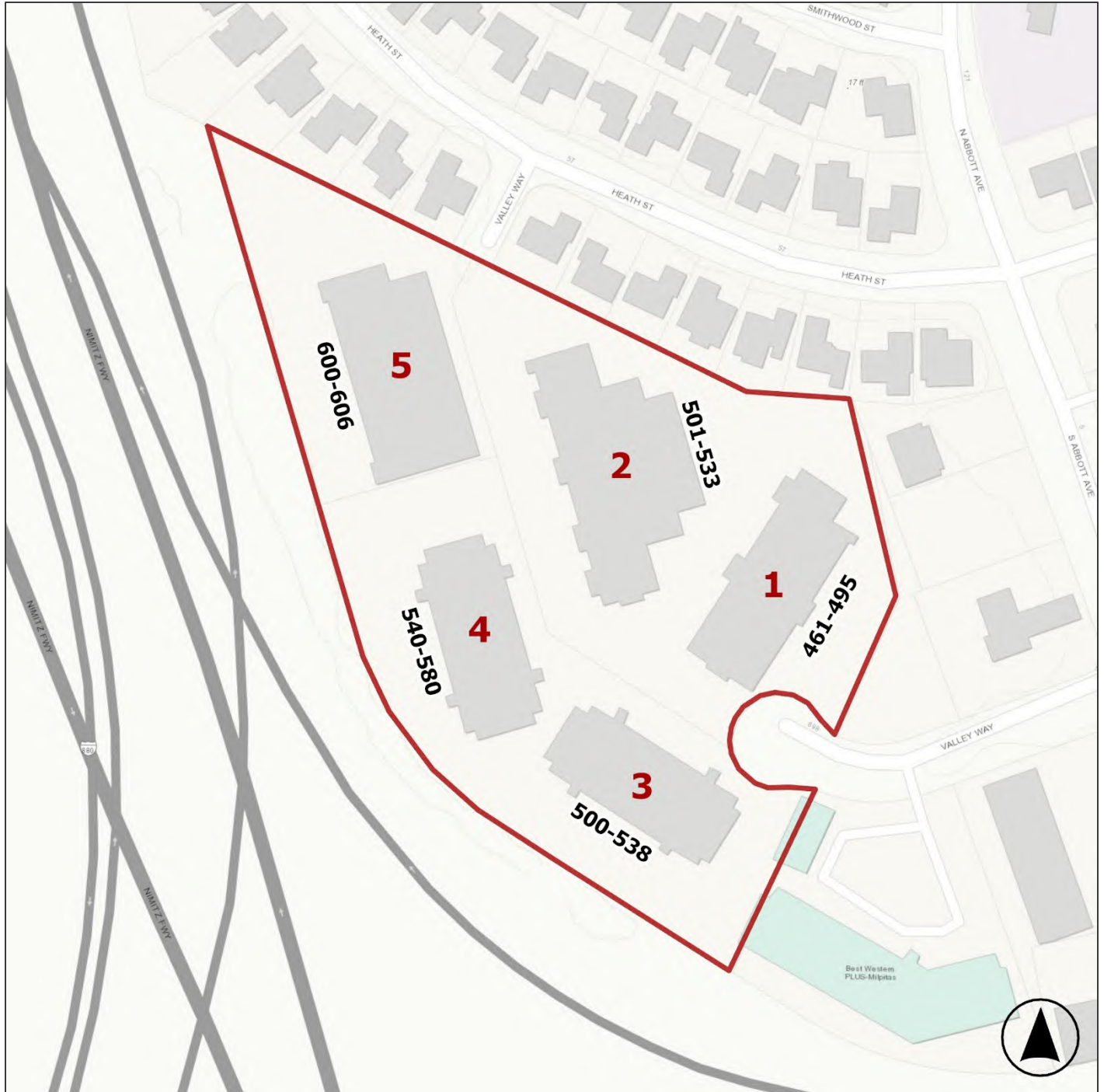
Primary # _____
HRI# _____
Trinomial _____

Page 2 of 4

*Drawn by: Architectural Resources Group

*Resource Name or #: 461-495 Valley Way

*Date of map: April 28, 2023



Sketch map of the Sobrato Milpitas Center with the red outline denoting the property's boundary (ESRI World Topographic Map, 2021).

Page 3 of 4

*Recorded by: Architectural Resources Group

*Resource Name or #: 461-495 Valley Way

*Date: April 28, 2023

☒ Continuation ☐ Update

Continuation of P3a. Description:

Building 1 is set back from Valley Way and flanked on all sides by intermittently spaced concrete walkways and planter beds, interrupted by driveways up to service bay doors. The planters have concrete curb surrounds, and are filled with a combination of low manicured shrubs, lawn, flowers, or mature trees.

Building 1 is a one-story commercial structure, with elements of the Spanish Revival style. Constructed in 1977, the building has low, horizontal massing and is generally rectangular in plan, with a projection along a portion on the east (rear) façade. The building has a slab foundation and has a flat roof covered by built-up roofing with a low parapet wall. The building's exterior walls are clad with textured stucco and include a board formed concrete belt course running along the upper portion of all the façades. Each façade features recessed loading docks with roll-up metal doors, behind segmental arched openings. The commercial tenant spaces are accessed on the south, west, and north façades, with each entrance demarcated by an enclosed projection that meets the primary building volume below the belt course and parapet wall. The projections typically include two separate aluminum-frame storefront assemblies, each with a fully glazed door and two full-height fixed windows. With the exception of a single entrance on the south façade, all entrance projections include a central wall clad in vertical T1-11 siding and wood signage boxes near each set of doors. The enclosed entrance projections have shed roofs with overhanging eaves and are covered in clay barrel tiles. Remaining fenestration includes narrow, two-light divided fixed windows with aluminum surrounds that rise from the ground and are topped by slightly recessed plastered arches.

Page 4 of 4

*Recorded by: Architectural Resources Group

*Resource Name or #: 461-495 Valley Way

*Date: April 28, 2023

☒ Continuation ☐ Update



North façade, view facing south (ARG, April 2023).



East façade, view facing west (ARG, April 2023).

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4

*Resource Name or #: 501-533 Valley Way

P1. Other Identifier: Building 2

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County: Santa Clara

*b. USGS 7.5' Quad Milpitas Date: 2021

Township: 6S; Range: 1W

c. Address: 501-533 Valley Way

City: Milpitas

Zip: 95035

d. UTM: Zone 10S, 597763 mE/ 4144266 mN

e. Other Locational Data: APN 022-28-022

***P3a. Description:**

Building 2 is located at 501-533 Valley Way and situated on the easternmost parcel (APN: 022-28-022) within the Sobrato Milpitas Center. The one-story, irregularly shaped building shares the parcel with an additional building (Building 1) located to the south. The subject property is oriented north-northwest and is set back from the road. Valley Way runs along the structure's western façade. It is accessed by Valley Way and flanked on all sides by surface parking lots. (See continuation sheet.)

*P3b. Resource Attributes: HP6. 1-3 story commercial building

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

P5a. Photograph or Drawing



P5b. Description of Photo:

View of Building 2 west façade, view facing east, April 28, 2023 (Architectural Resources Group)

***P6. Date Constructed/Age and Source:**

☒ Historic ☐ Prehistoric ☐ Both
1977 (County Assessor)

***P7. Owner and Address:**

The Sobrato Organization
599 Castro Street, Suite 400
Mountain View, CA 94041

***P8. Recorded by:**

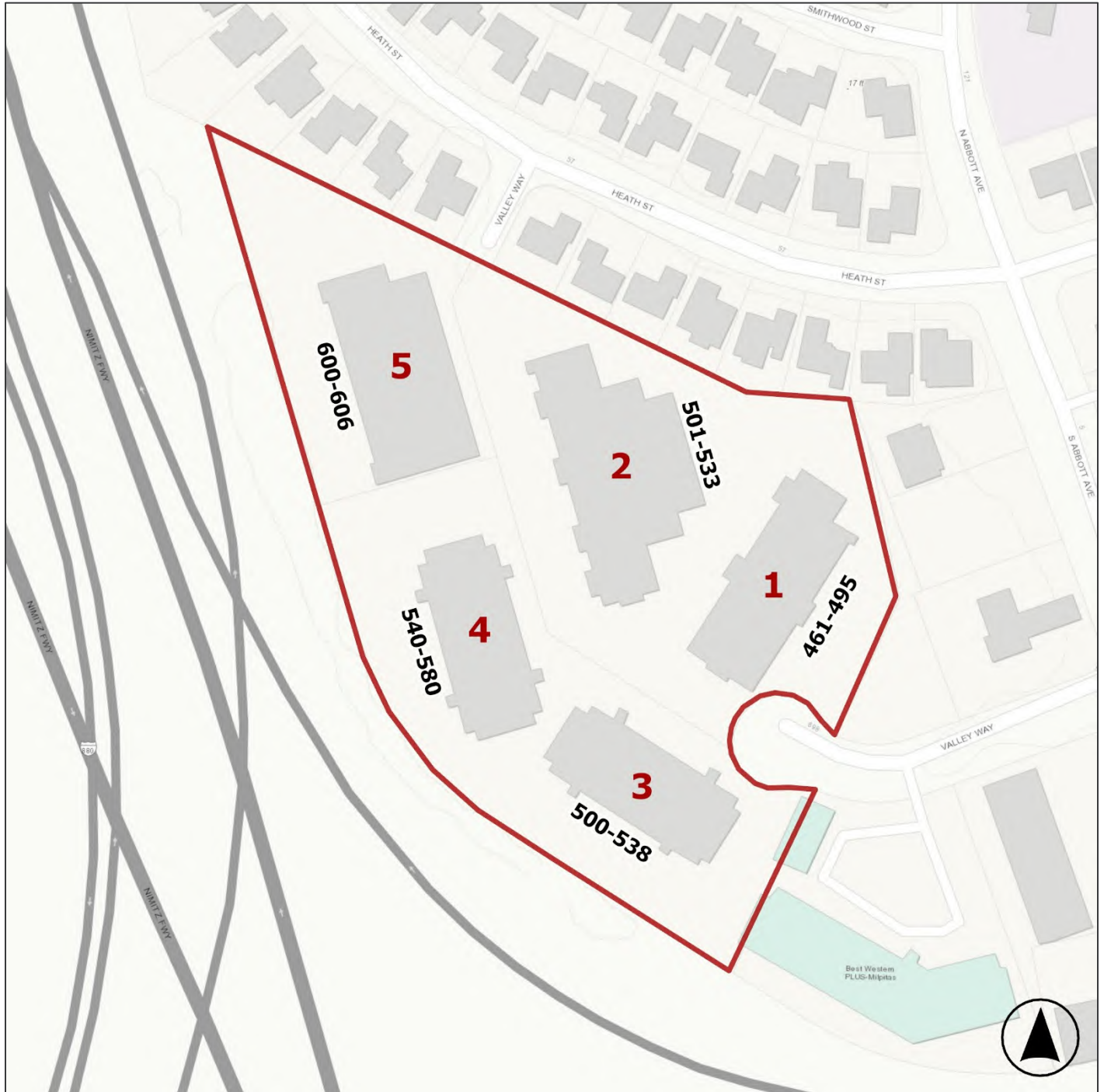
Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

*P9. Date Recorded: April 28, 2023

*P10. Survey Type: Intensive-level Survey

*P11. Report Citation: None

*Attachments: ☐ NONE ☐ Location Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Sketch Map



Sketch map of the Sobrato Milpitas Center with the red outline denoting the property's boundary
(ESRI World Topographic Map, 2021).

Page 3 of 4

Resource Name or # 501-533 Valley Way

*Recorded by: Architectural Resources Group

*Date: April 28, 2023

☒ Continuation ☐ Update

Continuation of P3a. Description:

A concrete footpath with planter beds runs along the west façade, while irregularly shaped planter beds with concrete curb surrounds project between driveways and parking spaces along the remaining three facades. The planters have low manicured shrubs and mature trees.

The building was constructed in 1977 and is irregular in plan, with stepped projections along the northern and southern facades. It was designed in a similar style as Building 1 to the south, and is a commercial building with Spanish Revival details. The roof is flat with a low parapet wall and covered with built-up roofing. The walls are clad in textured stucco plaster and are interrupted by a horizontal, board formed concrete belt course running the length of each façade. The building's longest and westernmost rectangular massing includes evenly spaced, projecting entrances along its west (primary) façade. The primary entrances consist of enclosed projections with low-pitch shed roofs covered in clay barrel tiles. The roofs include overhanging eaves that are terminated on each end by a concrete wall projecting perpendicularly from the building's main façade wall. Primary entrances consist of glass storefront entrance doors with aluminum surrounds with two sidelights on one side. A wall surface clad in central wall clad in vertical T1-11 siding is at the center or to the side of entrance projections, with each wall surface featuring signage boxes. The south façade has a projection that is similar in design to those found on other façades, only it contains a band of six fixed full-height windows and lacks doors or vertical board siding.

Secondary entrances are located on the east (rear) façade and consist of commercial storefront doors with sidelights that are flush with the façade wall. Industrial rolling service doors are located on the south, east, and north façades—all beneath slightly recessed segmental arched bays. The winged, east façade projections to the north and south consist only of these service bay doors. One storefront entrance at the rear façade appears to be located in a previously infilled service bay. Additional fenestration includes metal security doors and narrow fixed, divided light windows with recessed plastered arch openings at the head.

Page 4 of 4

*Recorded by: Architectural Resources Group

Resource Name or # 501-533 Valley Way

*Date: April 28, 2023

☒ Continuation ☐ Update



South façade with band of six fixed full-height windows,
view facing north (ARG, April 2023).



Industrial rolling service doors along winged east façade,
view facing west (ARG, April 2023).

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4

*Resource Name or #: 500-538 Valley Way

P1. Other Identifier: Building No. 3

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County: Santa Clara

*b. USGS 7.5' Quad Milpitas Date: 2021

Township: 6S; Range: 1W

c. Address: 500-538 Valley Way

City: Milpitas

Zip: 95035

d. UTM: Zone 10S, 597251 mE/ 4143583 mN

e. Other Locational Data: APN 022-28-024

***P3a. Description:**

The subject property (Building 3) is located at 500-538 Valley Way and situated at the southernmost portion of the Sobrato Milpitas Center complex, which consists of five total buildings. Building 3 is oriented west-northwest and shares an irregularly shaped parcel (APN: 022-28-024) with an identical building (Building 4) to the north. The parcel is accessed by Valley Way, which is punctuated by a cul-de-sac that gives way to additional vehicular roads and surface parking lots along each side of the parcel. (See continuation sheet.)

*P3b. Resource Attributes: HP6. 1-3 story commercial building

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

P5a. Photograph or Drawing



P5b. Description of Photo:

View of Building 3 east façade, view facing west, April 28, 2023 (Architectural Resources Group)

***P6. Date Constructed/Age and Source:**

☒ Historic ☐ Prehistoric ☐ Both
1978 (County Assessor)

***P7. Owner and Address:**

The Sobrato Organization
599 Castro Street, Suite 400
Mountain View, CA 94041

***P8. Recorded by:**

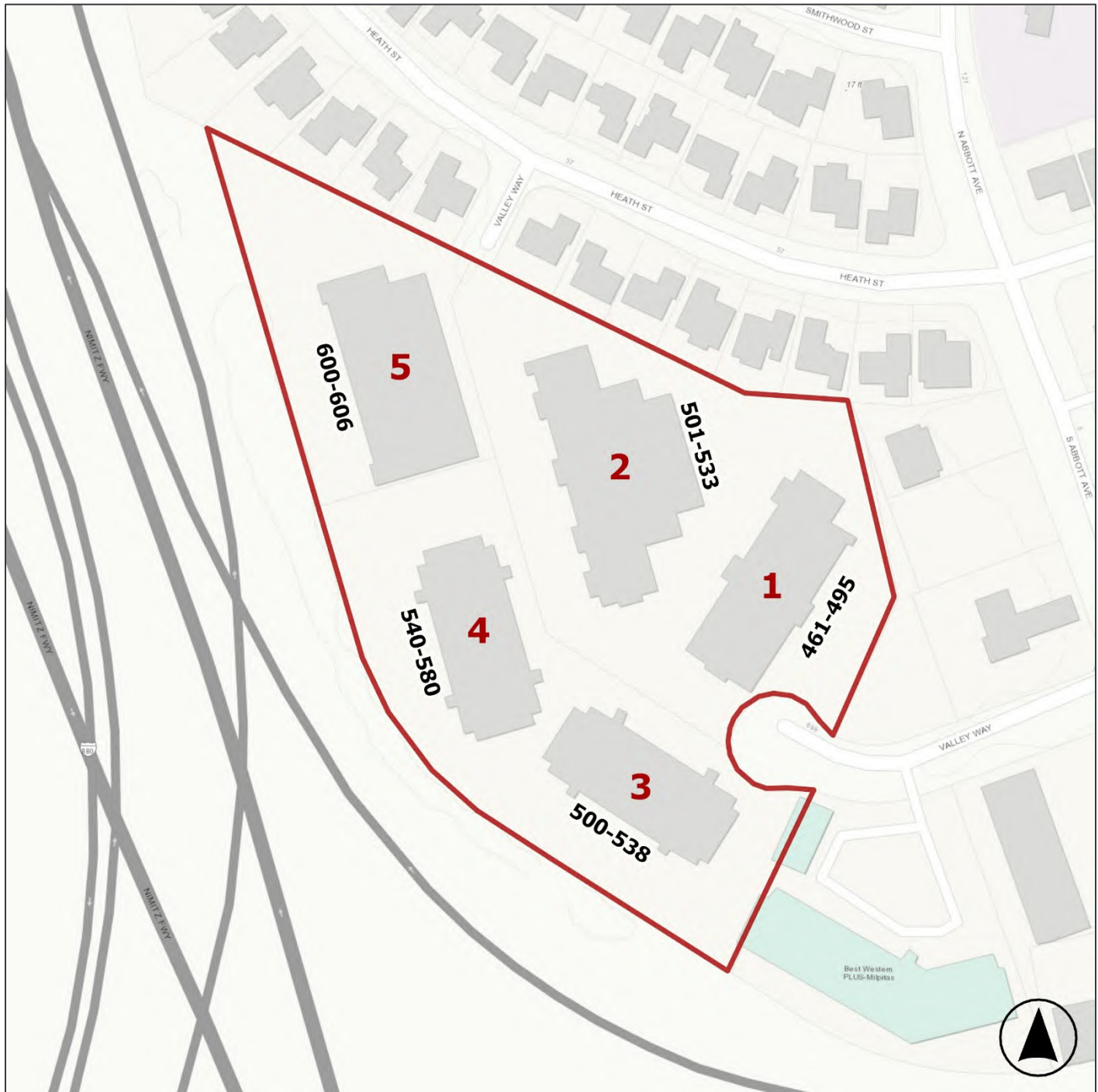
Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

*P9. Date Recorded: April 28, 2023

*P10. Survey Type: Intensive-level Survey

*P11. Report Citation: None

*Attachments: ☐ NONE ☐ Location Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Sketch Map



Sketch map of the Sobrato Milpitas Center with the red outline denoting the property's boundary (ESRI World Topographic Map, 2021).

Page 3 of 4

Resource Name or # 500-538 Valley Way

*Recorded by: Architectural Resources Group

*Date: April 28, 2023

☒ Continuation ☐ Update

Continuation of P3a. Description:

Building 3 is set back from Valley Way and features wide planter beds with concrete curb surrounds, concrete walkways, and parking spaces along the west, east, and south facades. The planter beds include low bushes, mature trees, and ivy ground cover. There is a landscaped area located to the north of the subject property with grass and mature trees, as well as a concrete pad with tables and benches.

Building 3 was constructed in 1978 and consists of a two-story, commercial building with elements of the Spanish Revival style. It has simple, horizontal massing and rectangular in plan, with two exterior stairwell projections on the west and east façades that help create the building's symmetrical design. The exterior walls are covered in textured stucco plaster. The building has a flat primary roof plane with built-up roofing, surrounded by a low parapet wall. The building is encircled by two-story, unenclosed walkways with low-pitched, shed roofs clad in clay barrel tiles. The shed roofs meet the building's main mass at the base of the parapet wall around the primary roof plane. The shed roofs and walkways feature board formed concrete spandrel panels that extend down to form segmental arch openings beneath the eaves before carrying further down to form square concrete columns. A broad stucco-clad section of wall spans each façade between the first and second stories. The second-story walkway features a wood baluster with a wide metal top rail and corner posts.

Exterior stairwell projections on the west and east façades consist of open-riser stairs with a half-turn, landing slab, and wood baluster. The projections have concrete walls that frame the stairwells and extend the shed roof above the walkways. A wood baluster with a wide metal top rail runs between the two concrete walls at the landing slab. Primary entrances are located on both levels on the west and east façades. The building fenestration on these longer facades consists of evenly placed blocks of fixed divided light windows with aluminum surrounds, or matching single storefront entrance doors in place of one of the end windows. Signage boxes are placed on walls adjacent to entrance doors. The north and south facades feature either single fixed windows or the characteristic band of four fixed windows.

Page 4 of 4

*Recorded by: Architectural Resources Group

Resource Name or # 500-538 Valley Way

*Date: April 28, 2023

☒ Continuation ☐ Update



South façade, view facing north (ARG, April 2023).



North façade and picnic area, view facing south (ARG, April 2023).

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4

*Resource Name or #: 540-580 Valley Way

P1. Other Identifier: Building No. 4

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County: Santa Clara

*b. USGS 7.5' Quad Milpitas Date: 2021

Township: 6S; Range: 1W

c. Address: 540-580 Valley Way

City: Milpitas

Zip: 95035

d. UTM: Zone 10S, 597762 mE/ 4143041 mN

e. Other Locational Data: APN 022-28-024

***P3a. Description:**

Building 4 is located at 540-580 Valley Way in the Sobrato Milpitas Center, a five-building business complex. The subject property is oriented north-northwest and shares a parcel (APN: 022-28-024) with an additional, identical building (Building 3) located to the south. It is set back from Valley Way and situated in the western portion of the complex property. Surrounding the building are wide planter beds with concrete curb surrounds; concrete walkways along the building perimeter and to the road; as well as parking spaces along the west, east, and north facades. (See continuation sheet.)

*P3b. Resource Attributes: HP6. 1-3 story commercial building

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

P5a. Photograph or Drawing



P5b. Description of Photo:

View of Building 4 east façade, view facing west, April 28, 2023 (Architectural Resources Group)

*P6. Date Constructed/Age and Source:

☒ Historic ☐ Prehistoric ☐ Both
1978 (County Assessor)

*P7. Owner and Address:

The Sobrato Organization
599 Castro Street, Suite 400
Mountain View, CA 94041

*P8. Recorded by:

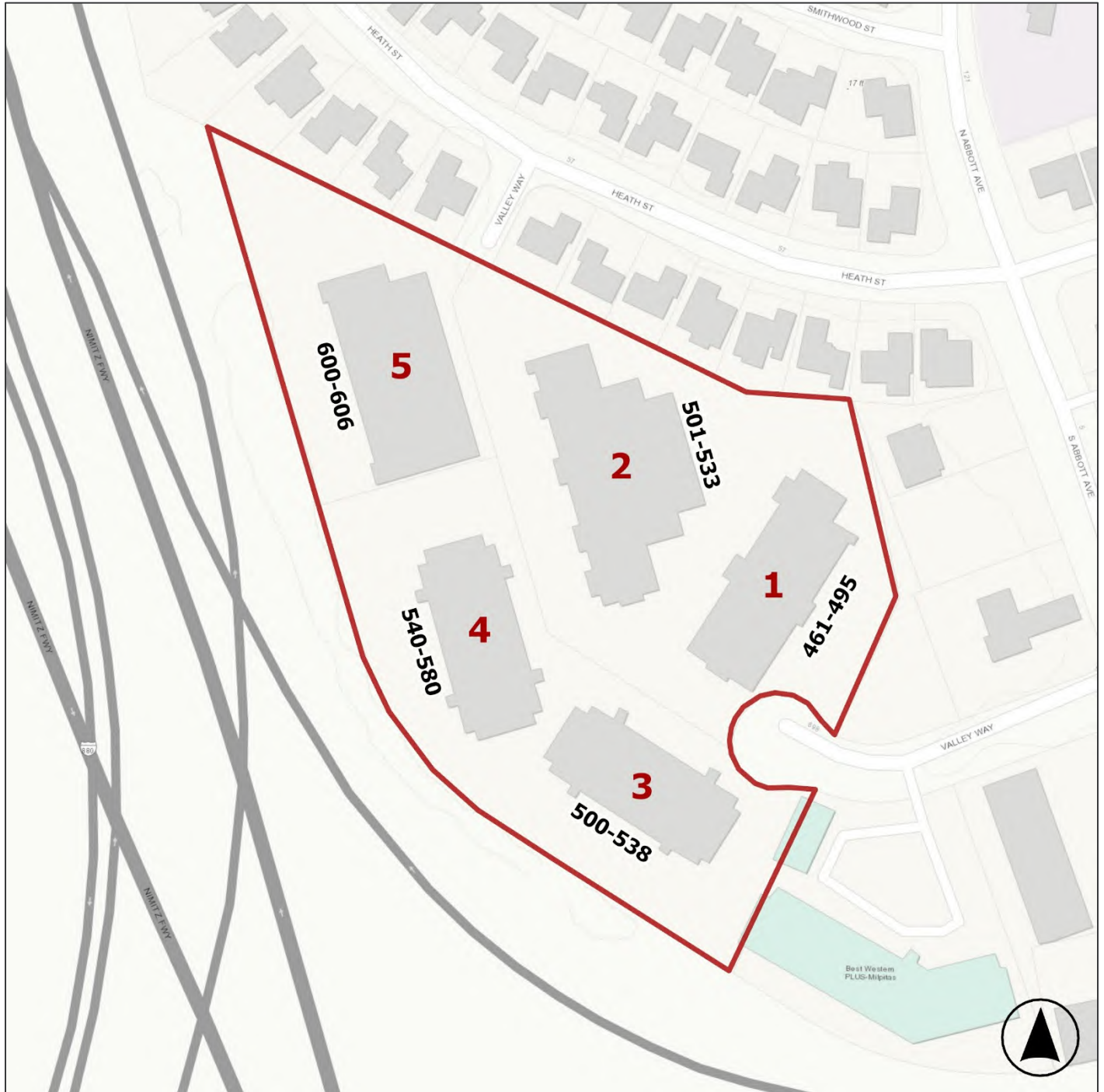
Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

*P9. Date Recorded: April 28, 2023

*P10. Survey Type: Intensive-level Survey

*P11. Report Citation: None

*Attachments: ☐ NONE ☐ Location Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Sketch Map



Sketch map of the Sobrato Milpitas Center with the red outline denoting the property's boundary (ESRI World Topographic Map, 2021).

Page 3 of 4

Resource Name or # 540-580 Valley Way

*Recorded by: Architectural Resources Group

*Date: April 28, 2023

☒ Continuation ☐ Update

Continuation of P3a. Description:

The planter beds include low bushes, mature trees, and ivy ground cover. There is a landscaped area located to the south of the subject property with grass and mature trees, as well as a concrete pad with tables and benches.

Constructed in 1978, Building 4 consists of a two-story, commercial building with Spanish Revival details. It has simple, horizontal massing and rectangular in plan. The primary west and east façades are designed symmetrically. The building has a flat roof with built-up roofing, as well as a low parapet wall. The exterior walls are covered in textured stucco plaster. Low-pitched, shed roofs clad in clay barrel tiles meet the building's main mass at the base of the parapet wall to create broad, overhanging eaves that run the length of each façade's second story. The shed roofs and walkways feature board formed concrete spandrel panels that extend down to form segmental arch openings beneath the eaves before carrying further down to form square concrete columns. A broad stucco-clad section of wall spans each façade between the first and second stories. The balcony features a wood baluster with a wide metal top rail and corner posts that extend further above.

There are two exterior stairwells towards each end of the west and east façades. They consist of open-riser stairs with a half-turn, landing slab, and wood baluster. Broad concrete walls extend on two sides of the stairs from the midway point of the shed tile roof down to the ground level, while the shed roof extends further out to cover the stairwell on the second story. A wood baluster with a wide metal top rail runs between the two concrete walls at the landing slab. Primary entrances are located on the west and east façades, on both levels, and accessed by a covered walkway. The building fenestration on both facades consists of evenly placed blocks of fixed divided light windows with aluminum surrounds, or matching single storefront entrance doors in place of one of the end windows. Signage boxes are located on walls adjacent to entrance doors. The north and south facades feature either single fixed windows or the characteristic band of four fixed windows.

Page 4 of 4

*Recorded by: Architectural Resources Group

Resource Name or # 540-580 Valley Way

*Date: April 28, 2023

☒ Continuation ☐ Update



East façade, view facing west (ARG, April 2023).



South façade, view facing north (ARG, April 2023).

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4

*Resource Name or #: 600-606 Valley Way

P1. Other Identifier: Building No. 5

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County: Santa Clara

*b. USGS 7.5' Quad Milpitas Date: 2021

Township: 6S; Range: 1W

c. Address: 600-606 Valley Way

City: Milpitas

Zip: 95035

d. UTM: Zone 10S, 594026 mE/ 4143327 mN

e. Other Locational Data: APN 022-28-025

***P3a. Description:**

The subject property (Building 5) is situated in the northwest portion of the Sobrato Milpitas Center. It is one of five buildings and located at 600-606 Valley Way on an irregularly shaped parcel (APN: 022-28-025). The building is set back from Valley Way and flanked on all sides by intermittently spaced concrete walkways and planter beds, interrupted by driveways up to service bay doors on the west façade. The planters have concrete curb surrounds and are filled with a combination of low manicured shrubs, lawn, flowers, or mature trees. (See continuation sheet.)

*P3b. Resource Attributes: HP6. 1-3 story commercial building

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

P5a. Photograph or Drawing



P5b. Description of Photo:

View of Building 5 south and east façades, view facing north, April 28, 2023 (Architectural Resources Group)

***P6. Date Constructed/Age and Source:**

☒ Historic ☐ Prehistoric ☐ Both
1985 (County Assessor)

***P7. Owner and Address:**

The Sobrato Organization
599 Castro Street, Suite 400
Mountain View, CA 94041

***P8. Recorded by:**

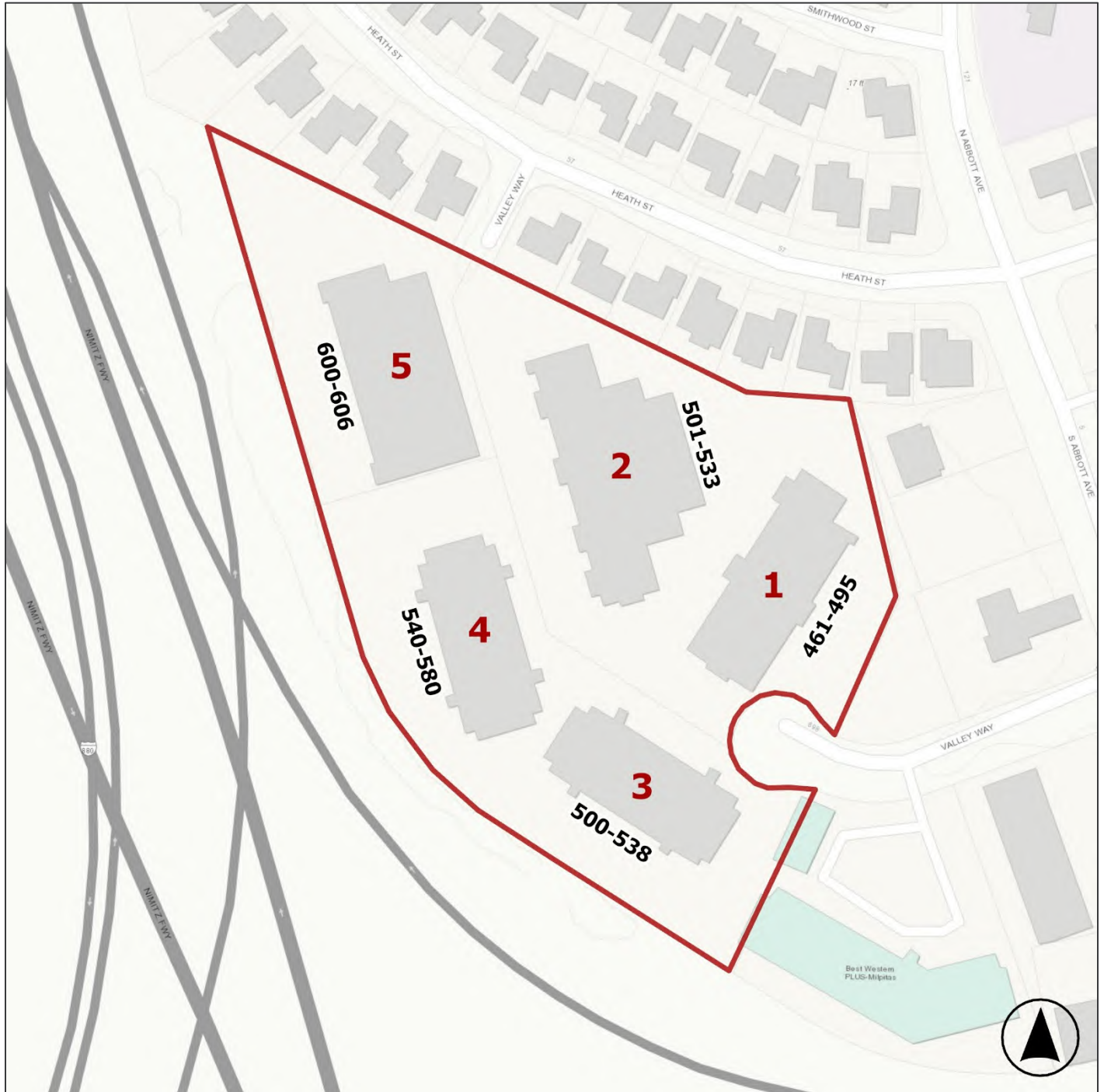
Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

*P9. Date Recorded: April 28, 2023

*P10. Survey Type: Intensive-level Survey

*P11. Report Citation: None

*Attachments: ☐ NONE ☐ Location Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Sketch Map



Sketch map of the Sobrato Milpitas Center with the red outline denoting the property's boundary (ESRI World Topographic Map, 2021).

Continuation of P3a. Description:

Building 5 was constructed in 1985 as a one-story commercial structure, with elements of the Spanish Revival style. The building has horizontal massing and is generally rectangular in plan, with a projection along a portion of the north façade. The building was constructed using a slab foundation and has a flat roof clad in built-up roofing with a low parapet wall. The building's exterior walls are clad with textured stucco plaster. The east (primary) façade features a low-pitched, shed roof clad in clay barrel tiles that meets the building's main mass at the base of the parapet wall and runs the width of the façade. The eave of the shed roof overhangs the east façade.

The primary entrance is located in a recessed bay at the center of the east façade and is accessed by a concrete walkway and pad with metal railing around the perimeter. The entrance consists of a commercial storefront double door with a row of four, fixed windows on one side, and a single sidelight on the opposite side. A similar, floor to ceiling band of fixed windows is located adjacent to the entrance. The remaining fenestration on the east façade consists of bands of fixed windows with aluminum surrounds and secondary entrances at the north and south ends, with storefront doors and sidelights.

The north and south façades comprise expansive concrete walls that rise slightly above the shed roofs on the east and west facades. The north façade has a partial width projection that is set further back from Valley Way and features small shed roofs on the east and west facades, clad in the same clay barrel tile. A secondary entrance comprised of single storefront door is located on the east façade. An additional shed roof, of similar width, is located at the west façade. These three, smaller shed roofed sections, as well as the north, south, and west facades, all have fixed windows with wide plaster surrounds situated atop a rectangular base with vertical wood siding. The west façade also features two sets of deeply recessed rolling service doors beneath segmental arched openings with square column supports at the center.

Page 4 of 4

*Recorded by: Architectural Resources Group

Resource Name or # 600-606 Valley Way

*Date: April 28, 2023

☒ Continuation ☐ Update



West façade, view facing east (ARG, April 2023).



South façade, view facing north (ARG, April 2023).

Appendix B

Climate Action Plan Consistency Checklist



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: 600 Valley Way

Property Address and APN: 602, 538, 461 Valley Way, Milpitas, CA 95035 APN: 2228025, 2228024, 2228022

Applicant Name and Co.: Tim Steele - The Sobrato Organization

Contact Phone: 408 832-4200 Contact Email: tsteele@sobrato.com

Was a consultant retained to complete this checklist? ☒ Yes ☐ No
If Yes, complete the following:

Consultant Name: Justin Huang Contact Phone: 510.451.2850

Company Name: Studio T-SQ., Inc. Contact Email: jhuang@studiot-sq.com

Project Information

1. What is the size of the project site (gross acres)? 7.22 AC

2. What are the existing General Plan/zoning designation(s) for the project site (as stated in the Milpitas General Plan 2040)?

GENERAL PLAN: GNC (GENERAL COMMERCIAL)
ZONING : C2 (GENERAL COMMERCIAL)

THIS PROJECT FALLS UNDER THE MILPITAS GATEWAY-MAIN STREET SPECIFIC PLAN (MGSP), CURRENTLY BEING UPDATED AND EXPECTED TO BE ADOPTED IN FALL 2025. THE PROJECT PROPOSES GW-MU ZONING DESIGNATION WHICH WOULD BE CONSISTENT WITH MGSP.

2. Identify all applicable proposed land uses:

☐ Residential (indicate # of single-family dwelling units):

☒ Residential (indicate # of multi-family dwelling units):

134 UNITS

☐ Commercial (indicate total square footage):

☐ Industrial (indicate total square footage):

☐ 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.

See attachment

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.	N/A THIS PROJECT FALLS UNDER THE MILPITAS GATEWAY-MAIN STREET SPECIFIC PLAN (MGSP), EXPECTED TO BE ADOPTED IN FALL 2025. THE PROJECT'S PROPOSED GW-MU ZONING DESIGNATION IS CONSISTENT WITH THE PROPOSED LAND USE AND ZONING IN THE MGSP. HENCE, APPLICANT IS ASSUMING THAT THIS ITEM IS NOT APPLICABLE AS THE PROJECT PLANS TO MOVE FORWARD WITH ENTITLEMENT APPROVALS AFTER THE MGSP IS ADOPTED.	
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	N/A THIS PROJECT FALLS UNDER THE MILPITAS GATEWAY-MAIN STREET SPECIFIC PLAN (MGSP), EXPECTED TO BE ADOPTED IN FALL 2025. THE PROJECT'S PROPOSED GW-MU ZONING DESIGNATION IS CONSISTENT WITH THE PROPOSED LAND USE AND ZONING IN THE MGSP. HENCE, APPLICANT IS ASSUMING THAT THIS ITEM IS NOT APPLICABLE AS THE PROJECT PLANS TO MOVE FORWARD WITH ENTITLEMENT APPROVALS AFTER THE MGSP IS ADOPTED.	

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?	☐ The requirements above in questions 1(a)-(b) are met.	☐

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.	☒ The project will be PV ready in compliance with Title 24.	☐
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:

All townhomes are all electrical. No parking structure has been proposed on site. The project will be PV ready in compliance with Title 24.

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?	☐	☐ The Traffic Consultant is currently working with the City on the scope of the traffic impact analysis and alignment with CEQA timeline and process.
---	--	---

Please substantiate answer selections for question 3:

The Traffic Consultant is currently working with the City on the scope of the traffic impact analysis and alignment with CEQA timeline and process.

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:

All resident parking will meet City Reach Code mandates, providing approximately 26% Level 2 EVCS within the tuck-under garage in townhome units and 74% Level 2 EV Ready in both garage and outdoor spaces. Please refer to parking summary in submittal set.

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:

No loading dock provided on site.

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	N/A ☐ The project does not include non-residential development.	☐

CAP Measures Consistency		
Checklist Item (Check the appropriate box and provide an explanation and supporting documentation for your answer)	Yes	No
bicyclists, including showers, secure bicycle lockers, and changing spaces?		
d) Will the project have e-bike and e-scooter infrastructure and options?	☐	☒
Please substantiate answer selections for question 6: The project does not include single-family development. The project does not include non-residential development. Long-term bike parking will be provided in private garage. Short-term bike parking will be provided outdoor on site. Long-term bike parking meets the MGSP bike parking requirement. Short-term bike parking meets zoning bike parking requirement, as MGSP does not specify short-term bike parking requirement.		
7. Waste Reduction (CAP Measure SW-1.1) Will the project meet the requirements of SB 1383?	☐	☒
Please substantiate answer selections for question 7: The project's trash will be collected in three streams (waste, mixed recycling, and compost). Compost will be collected via a 2CY loose container located in the trash enclosure. _____ _____ _____ _____		
8. Construction Demolition (CAP Measure SW-1.4) a) Will the project reach a 75 percent diversion rate for construction and demolition waste?	☒	☐
Please substantiate answer selections for question 8: _____ _____ _____ _____ _____ _____		

9. Landscape Equipment (CAP Measure OT-1.1) a) Will the project install sufficient exterior electrical outlets to charge electric-powered landscaping equipment?	☒	☐
Please substantiate answer selections for question 9: Design to be developed in a later phase. 		
10. Water Conservation (CAP Measure WA-1.1) a) Will the project install ultra-low-flow water fixtures?	☒	☐
Please substantiate answer selections for question 10: Design to be developed in a later phase. 		
11. Landscaping (CAP Measure WA-1.2) a) Will the project use drought-tolerant, water-conserving, and/or native landscaping?	☒	☐
Please substantiate answer selections for question 11: The landscape plan is proposing to use more than 75% low water use planting as shown on the Hydrozone Plan. The majority of understory planting will be native plants. 		
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?	☐	☒

b) Will the project include a separate piping system for recycled water (i.e., "purple pipes") for irrigation and outdoor water use?	☒	☐
--	-------------------------------------	--------------------------

Please substantiate answer selections for question 12:

RECYCLED WATER NOT AVAILABLE AT THE SITE. ONSITE PIPE SHALL BE INSTALLED FOR POTENTIAL

CONVERSION AT A LATER DATE.

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:

The majority of pedestrian paving will be cool pavement with SRI values exceeding 29. The project also plans to use permeable paving including decomposed granite and wood decking. The vehicular areas will include stamped asphalt with SRI values of 29 or greater as well.

The project proposes to use low-water use/drought tolerant planting as shown in the Hydrozone Plan and planting diagrams. Shade trees are shown along the internal streets and in the open spaces.

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?	☒	☐
---	-------------------------------------	--------------------------

Please substantiate answer selections for question 14:

ALL NEW DRY UTILITIES WILL BE PLACED UNDERGROUND FOR PROJECT DEVELOPMENT. TRANSFORMERS WILL BE INSTALLED AT GRADE ABOVE THE BASE FLOOD ELEVATION (BFE).

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?	☒	☐
---	-------------------------------------	--------------------------

Please substantiate answer selections for question 15:

PROJECT IS WITHIN FEMA FLOOD JURISDICTION; HOWEVER, NEW RESIDENCE VERTICAL ELEVATIONS ARE BEING PLACED TO 1' ABOVE MINIMUM STANDARDS AS MITIGATION MEASURE. PLEASE REFER TO SUBMITTED "100-YEAR FLOOD PLAIN ANALYSIS" AND "GRADING PLAN" (SHEET TM-5.1).

Appendix C

Floodplain Analysis

10236 Donner Pass Road, Suite A
Truckee, CA 96161
(408) 246-4848

MEMORANDUM

June 26, 2025

To: Paul Boumann, Kier & Wright

From: Cindy Steele, PE

Subject: 600 Valley Way, 100-Year Floodplain Analysis

Job #: K&WI.281.25

Introduction

Kier & Wright contracted Schaaf & Wheeler to analyze the 100-year Floodplain for the proposed Townhomes at 600 Valley Way in Milpitas, California. The Site is bound by Coyote Creek and Nimitz Freeway (880) to the west, residential housing and Lower Penitencia Creek to the east, and the Nimitz Freeway (880) and W Calavera Blvd interchange to the south (Figure 1). Currently, the Site is developed with five existing commercial structures which will be demolished as part of this project with intent to build 24 residential buildings. The Valley Way Townhomes project proposes to develop the approximately 7.1-acre Site into a maximum of 134 residential condominiums (Figure 2). Portions of the Site are within FEMA special flood hazard area AE on FIRM panel 06085C0066J and this analysis is meant to establish required finished floor elevations (FFE) and determine impacts of fill in the floodplain. This memorandum presents results on the NAVD88 vertical datum.



Figure 1. Vicinity Map

To: Paul Boumann, Kier & Wright



Figure 2. Proposed Site Plan

FEMA Base Flood Elevations

According to Flood Insurance Rate Map (FIRM panel 06085C0066J), the Site is located in a FEMA special flood hazard area AE indicating a 100-year base flood elevation (BFE) of between 18 and 19 feet across the site. A Firmette panel with the site boundary is shown in Figure 3.

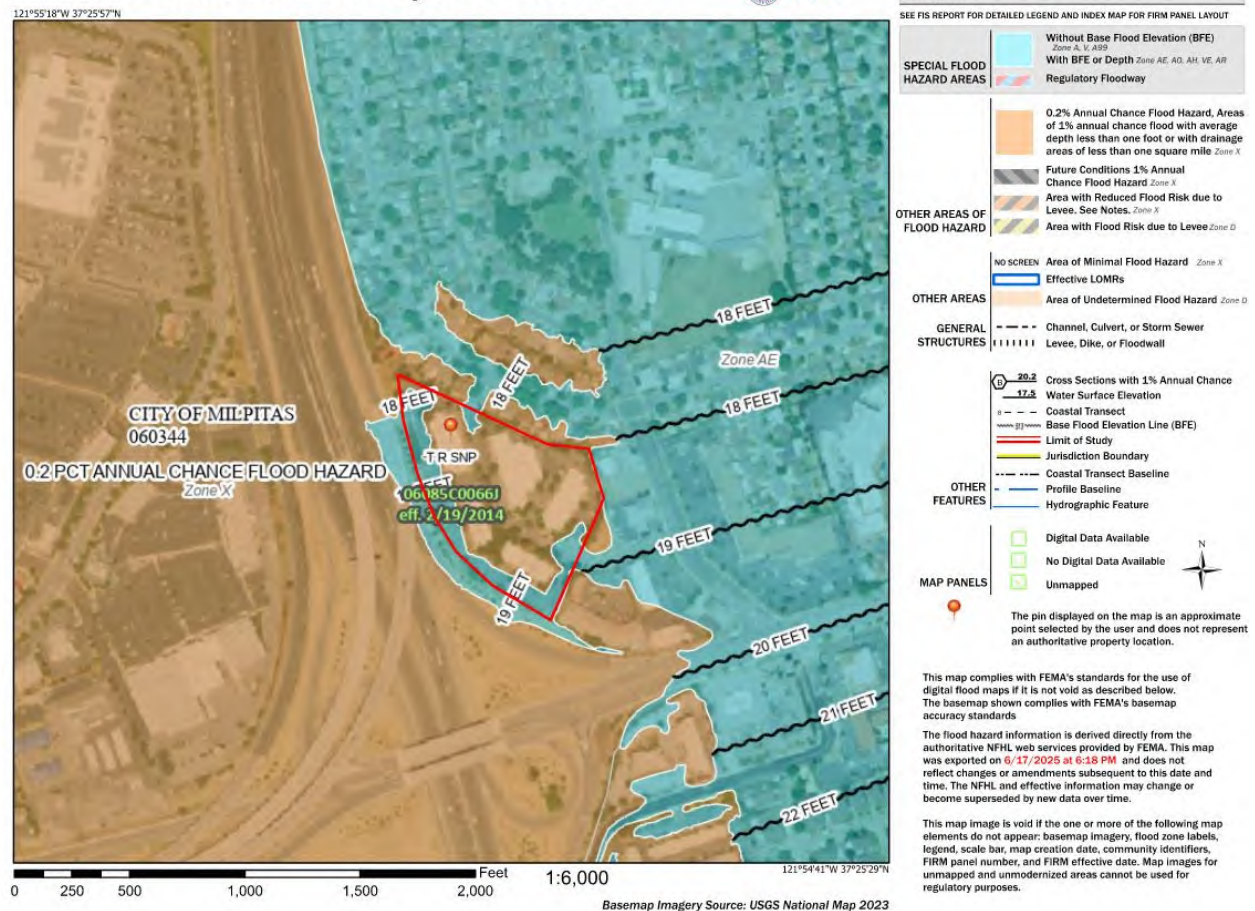


Figure 3. FEMA Firmette Panel

The City of Milpitas floodplain ordinance section XI-15-5.1(c)(1) requires that residential finish floor elevations be 1 foot above the BFE within an AE Zone. All residential structures must be elevated such that the finish floor meets or exceeds this value. Non-residential structures may remain in the floodplain and be floodproofed to an elevation at least one foot above the BFE per ordinance section XI-15-5.1(c)(2). Floodproofed structures must meet the requirements of the FEMA technical bulletins to be “Reasonably Safe from Flooding” and complete a flood proofing certificate, signed and stamped by a registered engineer. The floodproofing certificate would be kept on file with the City, owner, and insurance company.

Best Available Data

In 2019, Schaaf & Wheeler was contracted by Santa Clara Valley Water District to perform a complete remapping of the floodplain as part of a cooperating technical partnership (CTP) with FEMA. As part of that work, new hydrology was developed and coupled with the existing storm drain system and creeks using Infoworks ICM modeling software. This modeling and associated remapping of the floodplain was submitted to FEMA in 2019 and represents the best available floodplain data. It is used herein to estimate the impacts of placing fill for the Valley Way project.

During a 100-year storm event, water approaches the site from the east and, at peak, is unable to drain into Lower Penitencia Creek, but does not reach the project site boundary. Flood depths of 1 foot or greater remain near Whittier Street, while the flooding that approaches the site is less than 1 foot in depth. The maximum water surface elevation that the floodwaters reach is 16.5 feet, while the lowest grade on the site is 17.8 feet. Any flooding that occurs remains to the north along Heath Street and to the east along S. Abbott Avenue. Figure 4 shows the extent of the 100-year flood from the ICM model in relation to the project site.



Figure 4. ICM 100-year Flood Extent

Impacts Analysis

The ICM modeling demonstrates that flood waters do not reach the proposed development during the 100-year event. Therefore, placing fill on the project site will not cause any adverse impact to the 100-year flooding extents or depths.

Conclusion

As shown and described above, the project does not impact the floodplain based on the best available data from the CTP ICM model. The FEMA effective BFE is 18-19 feet while the best available data results in a BFE of 16.5 feet adjacent to but not reaching the project site, during a 100-year flood event. Due to an ongoing lawsuit, FEMA has suspended the processing of CLOMR-F and LOMR-F applications that would typically be used to remove the site from the floodplain. Since the CTP ICM modeling has not yet been incorporated by FEMA as the effective map of record, the project is required to required finish floor elevations based on the FEMA effective BFEs as listed in the table below in order to adhere to the municipal code requirements. If the ongoing CLOMR-F and LOMR-F suspension is eventually lifted, the site could potentially be removed from the floodplain by applying for a LOMR-F after construction.

To: Paul Boumann, Kier & Wright

Table 1. Effective BFE and Desing FFE

Building Number	FEMA Effective BFE (ft)	Required FFE (ft)
1	18.0	19.0
2	18.0	19.6
3	18.0	19.4
6	18.0	20.4
8	18.5	19.5
9	18.5	21.3
18	18.8	19.8
20	18.8	20.9
23	19.0	20.1
24	19.2	20.2

Appendix D

Sewer and Water Flow Analysis



Technical Memo

Date: June 25, 2025
Project No. A18141-001
From: Paul Boumann, PE (Kier+Wright)
Subject: 600 Valley Way Development Utility Impact Analysis

EXECUTIVE SUMMARY:

This memo provides a preliminary estimate of the anticipated sewer and water flow, including hydrology/hydraulic analysis for the storm drain system for the 600 Valley Way Development project (Project). This report analyzes the sewer, water and storm drain flow rates for both existing and proposed conditions. To calculate existing and anticipated sanitary sewer demand, we have referred to the "City of Milpitas Water and Sewer Master Plan Update", dated December 17, 2009, for water and sewer calculations. Storm drain hydrology we used the Rational Method to calculate a 10-year storm flow rate.

The On-Site existing and proposed project site totals 7.22+/- acres and is located within a fully urbanized area in the City of Milpitas (City) and is currently developed with 87,000+/- SF of commercial buildings, including parking lots and a looped street system. The proposed development shall have 24 townhome buildings consisting of 134 dwelling units. This development shall have a looped road and three individual drive aisles, including bioretention basins for storm water management.

The analysis determined that the existing wet weather peak flows for the on-site sewer system is 27,128 GPD and the proposed wet weather peak flows for the proposed sewer system is 56,924 GPD. The net increase in sewer flow would be 29,796 GPD, which is equal to 0.05 CFS. This is considered a minor increase when considering the hydraulic flow within an 8-inch sewer pipe. See attached calculation spread sheet.

The analysis determined that the existing peak water demand is 62,948 GPD and the proposed peak water demand is 62,377 GPD. Therefore, the proposed development peak water demand is less than the existing peak water demand. See attached calculation spread sheet.

The analysis determined that the existing 10-year storm water peak flow rate is 9.12 cubic feet per second (cfs) and the peak flow rate for the proposed development would be 6.2 cfs. Therefore, the proposed peak flow rate is less than the existing conditions peak flow rate. See attached calculations.



CONCLUSION

Peak Wet Weather Sewer Flow (PWWSF) increased from 27,130+/- GPD (0.042+/- CFS) to 56,924+/- GPD (0.088+/- CFS). Even though there is a slight increase in the sewer flow for the proposed development, the existing 8-inch sanitary sewer pipe within Valley Way cul-de-sac has adequate capacity to accept this additional flow with more capacity to spare. All sewer flow from the current office building development discharges to the sanitary sewer manhole within Valley Way cul-de-sac. The existing 8-inch sewer pipe that exits that manhole has a slope of 0.15% (0.0015). Based on that information the capacity of the existing 8-inch sewer pipe is 0.28 CFS, flowing half full, and is greater than the PWWSF for the new 134 dwelling unit development that discharges 0.088+/- CFS. This increased discharge is only 31% of the pipe capacity. Therefore, the new development does not have a negative impact on the existing sanitary sewer infrastructure. See attached Manning Formula Uniform Pipe flow calculations.

Based on the water demand analysis, the proposed development shows no increase in peak water demand and therefore there should not be any impact on the existing water infrastructure.

Based on the hydrology/hydraulic calculations attached the proposed development shows no increase in storm water runoff flow and therefore should not impact the existing storm drain infrastructure within Valley Way cul-de-sac.

SANITARY SEWER CALCULATIONS

EXISTING SEWER FLOWS - 600 VALLEY WAY COMMERCIAL DEVELOPMENT						
Description	Net Acre	GPD/Net Acre ¹	Average Daily Flow (QADF)	Peaking Factor ¹ (PF)	(QADF) x (PF) GPD	Comments
Existing Commercial (Town Center)	7.225	1,700	12,283	1.45	17,810	
Description	Net Acre	GPD/Net Acre ¹			Rainfall Inflow and Infiltration Flow (I/I) GPD	
Rainfall Inflow and Infiltration	7.225	970			7,008	
Description	Net Acre	GPD/Net Acre ¹			Groundwater Infiltration Flow (GWI) GPD	
Groundwater Infiltration	7.225	320			2,312	
EXISTING PEAK FLOW (GPD) =					27,130	[Existing (QADF) x (PF)] + (I/I) + (GWI)

GPD- Gallons per Day
GWI- Groundwater Infiltration
I/I- Rainfall Inflow and Infiltration
PF- Peak Factor = 1.45
QADF- Average Daily Flow
¹ per City of Milpitas 2009 Sewer Master Plan (net acre is defined as area excluding major private streets, freeways and railroads)

CITY OF MILPITAS DESIGN CAPACITY & AVERAGE DAILY FLOW GENERATIONS

3. Design Capacity	b. Average Daily Flow Generation Factors:
a. Collection System Capacity Required (Q): Q = [Average Daily Flow (QADF) x Peak Factor (PF)] + Rainfall Inflow and Infiltration (I/I) + Groundwater Infiltration (GWI) Based on the 2009 Sewer Master Plan update: PF = 1.45 I/I = 970 Gallons per Day (GPD)/Net acre ^a GWI = 320 GPD/Net acre.	Commercial: Town Center 1,700 GPD/Net Acre Mixed Use 1,500 GPD/Net Acre All Other 1,000 GPD/Net Acre Industrial: Industrial Park 400 GPD/Net Acre Manufacturing/Warehousing 600 GPD/Net Acre Single Family: Very Low 330 GPD/DU Low 330 GPD/DU Medium 315 GPD/DU Hillside 330 GPD/DU Multiple Family: Very High 245 GPD/DU High 245 GPD/DU Medium 310 GPD/DU Mobile Homes: 110 GPD/DU

PROPOSED DESIGN SEWER FLOWS - 600 VALLEY WAY COMMERCIAL DEVELOPMENT						
Description	Total Units	GPD/DU ¹	Average Daily Flow (QADF)	Peaking Factor1 (PF)	(QADF) x (PF) GPD	Comments
Multiple Family Residential Units	134	245	32,830	1.45	47,604	
Description	Net Acre	GPD/Net Acre ¹			Rainfall Inflow and Infiltration Flow (I/I) GPD	
Rainfall Inflow and Infiltration	7.225	970			7,008	
Description	Net Acre	GPD/Net Acre ¹			Groundwater Infiltration Flow (GWI) GPD	
Groundwater Infiltration	7.225	320			2,312	
PROPOSED PEAK DESIGN FLOW (GPD) =					56,924	[Existing (QADF) x (PF)] + (I/I) + (GWI)

DU- Dwelling Unit
GPD- Gallons per Day
GWI- Groundwater Infiltration
I/I- Rainfall Inflow and Infiltration
PF- Peak Factor = 1.45
QADF- Average Daily Flow
¹ per City of Milpitas 2009 Sewer Master Plan (net acre is defined as area excluding major private streets, freeways and railroads)

CITY OF MILPITAS DESIGN CAPACITY & AVERAGE DAILY FLOW GENERATIONS

3.	Design Capacity	b.	Average Daily Flow Generation Factors:	
a.	Collection System Capacity Required (Q):		Commercial:	Town Center 1,700 GPD/Net Acre
	Q = [Average Daily Flow (QADF) x Peak Factor (PF)] + Rainfall Inflow and Infiltration (I/I) + Groundwater Infiltration (GWI)			Mixed Use 1,500 GPD/Net Acre
	Based on the 2009 Sewer Master Plan update:			All Other 1,000 GPD/Net Acre
	PF = 1.45		Industrial:	Industrial Park 400 GPD/Net Acre
	I/I = 970 Gallons per Day (GPD)/Net acre ^a			Manufacturing/Warehousing 600 GPD/Net Acre
	GWI = 320 GPD/Net acre.		Single Family:	Very Low 330 GPD/DU
				Low 330 GPD/DU
				Medium 315 GPD/DU
				Hillside 330 GPD/DU
			Multiple Family:	Very High 245 GPD/DU
				High 245 GPD/DU
				Medium 310 GPD/DU
			Mobile Homes:	110 GPD/DU

**MANNINGS FORMULA UNIFORM
PIPE FLOW CALCULATIONS
FOR
EXISTING 8-INCH SEWER PIPE**

Manning Formula Uniform Pipe Flow at Given Slope and Depth

Printable Title

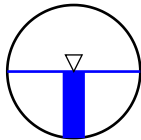
Printable Subtitle

Inputs

Pipe diameter, d_0	8	in	▼
Manning roughness, n	.011		
Pressure slope (possibly 2 equal to pipe slope), S_0	0.0015	rise/run	▼
Relative flow depth, y/d_0	.5	fraction	▼

Results

Flow depth, y	0.3333	ft	▼
Flow area, a	0.1745	ft ²	▼
Pipe area, a_0	0.3491	ft ²	▼
Relative area, a/a_0	50.0000	%	▼
Wetted perimeter, P_w	1.0472	ft	▼
Hydraulic radius, R_h	2.0000	in	▼
Top width, T	8.0000	in	▼
Velocity, v	1.5844	ft/sec	▼
Velocity head, h_v	0.0169	psi	▼
Froude number, E	0.55		
Average shear stress (tractive force), τ	0.0156	psf	▼
Flow, Q (See notes)	0.2765	cfs	▼
Full flow, Q_0	0.5531	cfs	▼
Ratio to full flow, Q/Q_0	0.5000	fraction	▼



Notes:

This is the flow and depth inside an *infinitely long* pipe.

Getting the flow into the pipe may require significantly higher headwater depth. Add at least 1.5 times the velocity head to get the headwater depth or [see my 2-minute tutorial](#) for standard culvert headwater calculations using HY-8.

WATER DEMAND CALCULATIONS

EXISTING 600 VALLEY WAY COMMERCIAL DEVELOPMENT - WATER DEMAND						
Description	Net Acre ¹	GPD/Net Acre ²	GPD	Peaking Factor ²	Average Daily Flow GPD	Comments
Existing Commercial (Town Center)	3.85	10,900	41,965	1.50	62,948	
EXISTING PEAK FLOW (GPD) =					62,948	[Existing (GPD) x (PF)]

GPD- Gallons per Day (net acre is defined as area excluding major private streets, freeways and railroads)

PF- Peaking Factor

¹ Net acres is total acres minus street and parking areas (7.225-3.27)

² per City of Milpitas Water (Potable) Water Design Specifications

CITY OF MILPITAS AVERAGE DAILY FLOW GENERATIONS

4. Water Demand		
The following flow factors are criteria for minimum-required capacity. Designer shall use professional engineering judgment for small and individual developments, since the capacity determined by calculation may be inadequate.		
Commercial:	Town Center Area	10,900 GPD/Net Acre ^a
	Mixed Use	10,900 GPD/Net Acre
	Retail Subcenter(RSC)	4,300 GPD/Net Acre
	Professional/Admin Offices	3,200 GPD/Net Acre
	Other	2,400 GPD/Net Acre
Industrial:	Manufacturing/Warehousing	2,000 GPD/Net Acre
	Industrial Park	1,250 GPD/Net Acre
Residential:	Residential ^b	320 GPD/DU
	Residential ^c	245 GPD/DU
	Residential ^d	800 GPD/DU
Designer shall adjust for unaccounted water loss to size distribution pipes. Unaccounted water losses shall be assumed to be at least 7% of calculated total demand.		
5. Peaking Factors	<u>Maximum Day/Average Day</u>	<u>Peak Hour/Average Hour</u>
Residential	190%	380%
Commercial/Industrial	150%	240%
^a GPD is gallons per day. Net area is defined as development area excluding major public streets, freeways and railroad areas.		

PROPOSED 600 VALLEY WAY COMMERCIAL DEVELOPMENT - WATER DEMAND							
	Description	Total Units	GPD/DU ¹	GPD	Peaking Factor ¹	PeaK Flow Rate GPD	Comments
	Residential (Town Center)	134	245	32,830	1.90	62,377	
		PROPOSED PEAK DESIGN FLOW (GPD) =				62,377	[(GPD) x (PF)]

DU- Dwelling Unit

GPD- Gallons per Day (net acre is defined as area excluding major private streets, freeways and railroads)

PF- Peaking Factor

¹ per City of Milpitas Water (Potable) Water Design Specifications

CITY OF MILPITAS AVERAGE DAILY FLOW GENERATIONS

4.	Water Demand		
	The following flow factors are criteria for minimum-required capacity. Designer shall use professional engineering judgment for small and individual developments, since the capacity determined by calculation may be inadequate.		
	Commercial:	Town Center Area	10,900 GPD/Net Acre ^a
		Mixed Use	10,900 GPD/Net Acre
		Retail Subcenter(RSC)	4,300 GPD/Net Acre
		Professional/Admin Offices	3,200 GPD/Net Acre
		Other	2,400 GPD/Net Acre
	Industrial:	Manufacturing/Warehousing	2,000 GPD/Net Acre
		Industrial Park	1,250 GPD/Net Acre
	Residential:	Residential ^b	320 GPD/DU
		Residential ^c	245 GPD/DU
		Residential ^d	800 GPD/DU
	Designer shall adjust for unaccounted water loss to size distribution pipes. Unaccounted water losses shall be assumed to be at least 7% of calculated total demand.		
5.	Peaking Factors	Maximum Day/Average Day	Peak Hour/Average Hour
	Residential	190%	380%
	Commercial/Industrial	150%	240%
	^a GPD is gallons per day. Net area is defined as development area excluding major public streets, freeways and railroad areas.		

HYDROLOGY/HYDRAULIC CALCULATIONS

HYDROLOGY/HYDRAULIC
CALCULATIONS
GOO VALLEY WAY
DEVELOPMENT.

EXISTING CONDITIONS

GIVENS:

AREA = 7.22 ACRES 10 YR STORM.

IMPERVIOUS AREA = 5.37 ACRES

PERVIOUS AREA = 1.85 ACRES

$$\text{RUNOFF COEFFICIENT} = \frac{5.37(0.9) + 1.85(0.4)}{7.22}$$

$$\therefore \underline{\underline{C = 0.77}}$$

TIME OF CONCENTRATION (T_c)

ROOF TO GUTTER = 5 MIN

LONGEST SD PIPE RUN = 614 FT

AVERAGE VELOCITY IN PIPE = 2 FT/S

$$\therefore T_c = 5 \text{ MIN} + \left[\frac{614 \text{ FT}}{2 \text{ FT/S}} \left(\frac{1 \text{ MIN}}{60 \text{ S}} \right) \right] = \underline{\underline{10.1 \text{ MIN}}}$$



KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.

PROJECT GOO VALLEY
DRAWN BY PNB
CHECKED BY PNB
SCALE N/A

JOB NO. A18141-1
OFFICE SC
DATE 6/14
SHEET 1 OF 5

EX FLOW RATE (Q_{EX})

INTENSITY (I) - SEE NOAA TABLE ATTACHED

$I = 1.64 \text{ IN/HR}$

USE RATIONAL FORMULA:

$$Q_{EX} = CIA$$

$$C = 0.77$$

$$I = 1.64$$

$$A = 7.22$$

$$\therefore Q_{EX} = (0.77)(1.64)(7.22) = 9.12 \text{ cfs}$$

EXISTING FLOW RATE FOR 10 YR
STORM IS ROUGHLY 9.12 cfs.



KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.

PROJECT	JOB NO.
DRAWN BY	OFFICE
CHECKED BY	DATE
SCALE	SHEET 2 OF 5

PROPOSED CONDITIONS

GIVENS:

AREA = 7.22 ACRES 10% STORM

IMPERVIOUS AREA = 5.82 ACRES

PERVIOUS AREA = 1.4 ACRES

$$\text{RUNOFF COEFFICIENT (C)} = \frac{(5.82)(0.9) + (1.4)(0.4)}{7.22}$$

$$\therefore \underline{\underline{C = 0.80}}$$

TIME OF CONCENTRATION

ROOF TO GUTTER = 5 MIN

GUTTER TO BIORETENTION BASIN (GB)

GUTTER LENGTH = 506 LF

AVG VELOCITY = 2 FT/S

$$\therefore \text{GB} = \frac{506 \text{ FT}}{2 \text{ FT/S}} \times \frac{\text{MIN}}{60 \text{ S}} = 4.2 \text{ MIN}$$

BIORETENTION BASIN DETENTION DUE TO
PONDING AND PERCUSSION = 7 MIN



KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.

PROJECT _____
DRAWN BY _____
CHECKED BY _____
SCALE _____

JOB NO. _____
OFFICE _____
DATE _____
SHEET 3 OF 5

STORM DRAIN PIPE LENGTH = 912 LF

TIME INSIDE SD PIPE (T_{SD})

$$\frac{912 \text{ FT}}{2 \text{ FT/S}} \times \frac{\text{MIN}}{60 \text{ S}} = 7.6 \text{ MIN}$$

$$\therefore T_c = 5 \text{ MIN} + 4.2 \text{ MIN} + 7 \text{ MIN} + 7.6 \text{ MIN}$$

$$\underline{\underline{T_c = 23.8 \text{ MIN}}}$$

INTENSITY (I) - SEE NOAA TABLE
ATTACHED

$$15 \text{ MIN} = 1.33 \text{ IN/HR}$$

$$23.8 \text{ MIN} = x \text{ IN/HR}$$

$$30 \text{ MIN} = 0.914 \text{ IN/HR}$$

$$\frac{23.8 - 15}{30 - 15} = \frac{x - 1.33}{0.914 - 1.33}$$

$$\underline{\underline{I = 1.09}}$$



KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.

PROJECT _____
DRAWN BY _____
CHECKED BY _____
SCALE _____

JOB NO. _____
OFFICE _____
DATE _____
SHEET 4 OF 5

PROPOSED FLOW RATE

USE RATIONAL FORMULA

$$Q_p = C I A$$

$$C = 0.80$$

$$I = 1.09$$

$$A = 7.22$$

$$Q_p = (0.80)(1.09)(7.22) = 6.2 \text{ cfs}$$

PROPOSED DEVELOPMENT FLOW
RATE FOR A 10 YR STORM
IS ROUGHLY 6.2 cfs



KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.

PROJECT _____
DRAWN BY _____
CHECKED BY _____
SCALE _____

JOB NO. _____
OFFICE _____
DATE _____
SHEET 5 OF 5



NOAA Atlas 14, Volume 6, Version 2
Location name: Milpitas, California, USA*
Latitude: 37.4277°, Longitude: -121.9161°
Elevation: 20 ft**

* source: ESRI Maps

** source: USGS



POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

[PF tabular](#) | [PF graphical](#) | [Maps & aeriels](#)

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches/hour)¹										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	1.20 (1.08-1.34)	1.50 (1.34-1.68)	1.92 (1.73-2.17)	2.29 (2.03-2.62)	2.83 (2.39-3.40)	3.29 (2.69-4.06)	3.78 (2.98-4.82)	4.31 (3.28-5.74)	5.10 (3.66-7.20)	5.77 (3.95-8.54)
10-min	0.858 (0.774-0.960)	1.07 (0.966-1.21)	1.38 (1.24-1.55)	1.64 (1.46-1.88)	2.03 (1.72-2.44)	2.36 (1.93-2.91)	2.71 (2.14-3.46)	3.09 (2.35-4.12)	3.66 (2.62-5.16)	4.14 (2.83-6.12)
15-min	0.692 (0.620-0.772)	0.868 (0.780-0.972)	1.11 (0.996-1.26)	1.33 (1.18-1.52)	1.64 (1.38-1.96)	1.90 (1.55-2.34)	2.18 (1.72-2.79)	2.49 (1.89-3.32)	2.95 (2.11-4.16)	3.34 (2.28-4.93)
30-min	0.476 (0.428-0.532)	0.596 (0.536-0.670)	0.766 (0.686-0.864)	0.914 (0.808-1.04)	1.13 (0.952-1.35)	1.31 (1.07-1.62)	1.50 (1.19-1.92)	1.72 (1.30-2.29)	2.03 (1.46-2.87)	2.30 (1.57-3.40)
60-min	0.333 (0.300-0.373)	0.418 (0.376-0.470)	0.537 (0.481-0.605)	0.640 (0.567-0.731)	0.791 (0.667-0.948)	0.917 (0.750-1.13)	1.05 (0.831-1.35)	1.20 (0.913-1.60)	1.42 (1.02-2.01)	1.61 (1.10-2.38)
2-hr	0.245 (0.220-0.274)	0.304 (0.274-0.342)	0.388 (0.348-0.438)	0.462 (0.409-0.527)	0.570 (0.480-0.683)	0.659 (0.539-0.814)	0.756 (0.597-0.967)	0.863 (0.655-1.15)	1.02 (0.731-1.44)	1.15 (0.787-1.70)
3-hr	0.201 (0.181-0.225)	0.250 (0.225-0.281)	0.320 (0.286-0.360)	0.380 (0.336-0.433)	0.468 (0.395-0.561)	0.542 (0.443-0.669)	0.621 (0.490-0.795)	0.709 (0.538-0.944)	0.837 (0.600-1.18)	0.945 (0.645-1.40)
6-hr	0.137 (0.124-0.154)	0.172 (0.154-0.193)	0.220 (0.197-0.248)	0.262 (0.232-0.299)	0.323 (0.272-0.387)	0.373 (0.305-0.461)	0.427 (0.337-0.547)	0.487 (0.369-0.648)	0.573 (0.410-0.808)	0.645 (0.440-0.954)
12-hr	0.088 (0.080-0.099)	0.113 (0.101-0.126)	0.146 (0.131-0.165)	0.174 (0.154-0.199)	0.215 (0.181-0.258)	0.249 (0.203-0.307)	0.284 (0.224-0.363)	0.322 (0.244-0.429)	0.377 (0.270-0.532)	0.422 (0.288-0.625)
24-hr	0.055 (0.051-0.061)	0.072 (0.066-0.079)	0.094 (0.086-0.104)	0.112 (0.103-0.126)	0.139 (0.123-0.159)	0.160 (0.139-0.187)	0.182 (0.155-0.217)	0.205 (0.171-0.251)	0.238 (0.192-0.302)	0.265 (0.207-0.346)
2-day	0.034 (0.031-0.038)	0.044 (0.041-0.049)	0.058 (0.053-0.064)	0.069 (0.063-0.077)	0.085 (0.075-0.097)	0.097 (0.085-0.114)	0.110 (0.094-0.131)	0.123 (0.103-0.151)	0.142 (0.114-0.180)	0.157 (0.123-0.205)
3-day	0.025 (0.023-0.028)	0.033 (0.030-0.036)	0.043 (0.039-0.048)	0.051 (0.047-0.057)	0.063 (0.056-0.072)	0.071 (0.062-0.084)	0.081 (0.069-0.096)	0.090 (0.075-0.110)	0.103 (0.083-0.131)	0.114 (0.089-0.149)
4-day	0.021 (0.019-0.023)	0.027 (0.025-0.030)	0.035 (0.032-0.039)	0.042 (0.038-0.047)	0.051 (0.045-0.059)	0.058 (0.051-0.068)	0.066 (0.056-0.078)	0.073 (0.061-0.089)	0.084 (0.067-0.106)	0.092 (0.072-0.120)
7-day	0.015 (0.014-0.016)	0.019 (0.017-0.021)	0.025 (0.023-0.027)	0.029 (0.027-0.033)	0.035 (0.031-0.041)	0.040 (0.035-0.047)	0.045 (0.039-0.054)	0.050 (0.042-0.062)	0.057 (0.046-0.073)	0.063 (0.049-0.082)
10-day	0.011 (0.010-0.013)	0.015 (0.013-0.016)	0.019 (0.017-0.021)	0.022 (0.020-0.025)	0.027 (0.024-0.031)	0.031 (0.027-0.036)	0.035 (0.029-0.041)	0.038 (0.032-0.047)	0.044 (0.035-0.055)	0.048 (0.037-0.062)
20-day	0.007 (0.007-0.008)	0.009 (0.009-0.011)	0.012 (0.011-0.014)	0.014 (0.013-0.016)	0.017 (0.015-0.020)	0.020 (0.017-0.023)	0.022 (0.019-0.026)	0.024 (0.020-0.030)	0.027 (0.022-0.035)	0.030 (0.023-0.039)
30-day	0.006 (0.005-0.006)	0.007 (0.007-0.008)	0.010 (0.009-0.011)	0.011 (0.010-0.013)	0.014 (0.012-0.016)	0.015 (0.013-0.018)	0.017 (0.015-0.021)	0.019 (0.016-0.023)	0.021 (0.017-0.027)	0.023 (0.018-0.030)
45-day	0.005 (0.004-0.005)	0.006 (0.006-0.007)	0.008 (0.007-0.009)	0.009 (0.008-0.010)	0.011 (0.010-0.013)	0.012 (0.011-0.015)	0.014 (0.012-0.016)	0.015 (0.012-0.018)	0.017 (0.013-0.021)	0.018 (0.014-0.024)
60-day	0.004 (0.004-0.005)	0.005 (0.005-0.006)	0.007 (0.006-0.008)	0.008 (0.007-0.009)	0.010 (0.009-0.011)	0.011 (0.009-0.013)	0.012 (0.010-0.014)	0.013 (0.011-0.016)	0.014 (0.012-0.018)	0.015 (0.012-0.020)

¹ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).
 Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.
 Please refer to NOAA Atlas 14 document for more information.

[Back to Top](#)

PF graphical

600 VALLEY WAY
600 VALLEY WAY, MILPITAS, CA 95035

PLANNING SUBMITTAL #4

3/17/2026



PROJECT TEAM

The
SOBRATO
Organization

APPLICANT

THE SOBRATO ORGANIZATION
599 CASTRO STREET, SUITE 400
MOUNTAIN VIEW, CA 94041

CONTACT:
CAROLINE LAYDEN
E-MAIL: CLAYDEN@SOBRATO.COM
PHONE: (650) 876-7010

TIM STEELE
EMAIL: TSTEELE@SOBRATO.COM
PHONE: (408)821-4200



ARCHITECT

STUDIO T-SQ, INC.
1970 BROADWAY, SUITE 408
OAKLAND, CA 94612
CONTACT: JUSTIN HUANG
EMAIL: JHUANG@STUDIOT-SQ.COM
PHONE: (510) 451-2850

LANDSCAPE ARCHITECT / PLANNER

THE GUZZARDO PARTNERSHIP INC.
PIER 9, THE EMBARCADERO, SUITE 115
SAN FRANCISCO, CA 94111
CONTACT: NICK SAMUELSON
EMAIL: NSAMUELSON@TGP-INC.COM
PHONE: (415) 941-2425



CIVIL ENGINEER

KIER + WRIGHT
3350 SCOTT BOULEVARD, BLDG 22
SANTA CLARA, CA 95054
CONTACT: RYAN AMAYA
EMAIL: RAMAYA@KIERWRIGHT.COM
PHONE: (408) 714-0678



TRASH MANAGEMENT

AMERICAN TRASH MANAGEMENT, INC.
1900 POWELL STREET, SUITE 220
EMERYVILLE, CA 94608
CONTACT: ANA ZARATE
EMAIL: ANAZARATE@TRASHMANAGE.COM
PHONE: 1-510-607-7603

SHEET INDEX

00-GENERAL	
G-000	TITLE SHEET
G-001	PROJECT DATA SUMMARY
G-002	UNIT, BUILDING & PARKING SUMMARY
G-003	EXISTING SITE PHOTOS
G-004	SITE CONTEXT MAP
G-004A	SITE AERIAL PHOTOGRAPH
G-005	CIRCULATION PLAN
G-006	ZONING & MGSP COMPLIANCE
G-007	BMR UNITS LOCATION/ PLACEMENT
G-008	MGSP BLOCK PERIMETER AND LENGTH COMPLIANCE
G-009	FIRE SEPARATION DISTANCE LEVEL 1
G-010	FIRE SEPARATION DISTANCE LEVEL 2
G-011	FIRE SEPARATION DISTANCE LEVEL 3
G-012	ALLOWABLE OPENING 3-PLEX BLDG #19
G-013	ALLOWABLE OPENING 4-PLEX 1 BLDG #2
G-014	ALLOWABLE OPENING 4-PLEX 1 BLDG #9
G-015	ALLOWABLE OPENING 4-PLEX 1 BLDG #14
G-016	ALLOWABLE OPENING 4-PLEX 1 BLDG #22
G-017	ALLOWABLE OPENING 4-PLEX 2 BLDG #16
G-018	ALLOWABLE OPENING 5-PLEX 1 BLDG #4, #7
G-019	ALLOWABLE OPENING 5-PLEX 2 BLDG #23
G-020	ALLOWABLE OPENING 5-PLEX 2 BLDG #21
G-021	ALLOWABLE OPENING 5-PLEX 2 BLDG #6
G-022	ALLOWABLE OPENING 5-PLEX 3 BLDG #3, #5
G-023	ALLOWABLE OPENING 5-PLEX 3 BLDG #12
G-024	ALLOWABLE OPENING 6-PLEX 1 BLDG #15
G-025	ALLOWABLE OPENING 6-PLEX 1 BLDG #18
G-026	ALLOWABLE OPENING 6-PLEX 2 BLDG #20
G-027	ALLOWABLE OPENING 7-PLEX BLDG #11
G-028	ALLOWABLE OPENING 7-PLEX BLDG #1
G-029	ALLOWABLE OPENING 7-PLEX BLDG #8
G-030	ALLOWABLE OPENING 7-PLEX BLDG #24
G-031	ALLOWABLE OPENING 8-PLEX BLDG #13
G-032	ALLOWABLE OPENING 8-PLEX BLDG #17
G-033	ALLOWABLE OPENING 9-PLEX BLDG #10
G-034	ALLOWABLE OPENING CLUBHOUSE
G-035	ALLOWABLE OPENING TRASH ENCLOSURE

01-CIVIL	
TM-1.0	COVER SHEET
TM-2.1	EXISTING CONDITIONS PLAN
TM-2.2	EXISTING LOT PLAN
TM-2.3	PROPOSED LOT PLAN
TM-3.1	VESTING TENTATIVE MAP
TM-4.1	PRELIMINARY CIVIL SITE PLAN
TM-4.2	OFFSITE IMPROVEMENT PLAN
TM-4.3	SECTIONS
TM-5.1	PRELIMINARY GRADING & DRAINAGE PLAN
TM-6.1	PRELIMINARY UTILITY PLAN
TM-7.1	PRELIMINARY STORMWATER QUALITY CONTROL PLAN
TM-7.2	PRELIMINARY STORMWATER QUALITY CONTROL PLAN
TM-7.3	PRELIMINARY STORMWATER QUALITY CONTROL PLAN
TM-7.4	PRELIMINARY STORMWATER QUALITY CONTROL PLAN
TM-7.5	PRELIMINARY STORMWATER QUALITY CONTROL PLAN
TM-8.1	PRELIMINARY SITE FIRE ACCESS PLAN
TM-8.2	PRELIMINARY SITE FIRE ACCESS PLAN
TM-9.1	DETAILS

03-ARCHITECTURAL	
A-100	ILLUSTRATIVE SITE PLAN
A-110	SITE PLAN - LEVEL 1
A-120	SITE PLAN - LEVEL 2
A-130	SITE PLAN - LEVEL 3
A-140	SITE PLAN - ROOF LEVEL
A-200	BUILDING PLAN - 3 PLEX
A-210	BUILDING PLAN - 4 PLEX 1
A-211	BUILDING PLAN - 4 PLEX 2
A-220	BUILDING PLAN - 5 PLEX 1
A-221	BUILDING PLAN - 5 PLEX 2
A-222	BUILDING PLAN - 5 PLEX 3
A-230	BUILDING PLAN - 6 PLEX 1
A-231	BUILDING PLAN - 6 PLEX 2
A-240	BUILDING PLAN - 7 PLEX
A-250	BUILDING PLAN - 8 PLEX
A-251	BUILDING PLAN - 8 PLEX
A-260	BUILDING PLAN - 9 PLEX
A-261	BUILDING PLAN - 9 PLEX
A-270	BUILDING PLAN - CLUBHOUSE
A-280	BUILDING PLAN - TRASH ENCLOSURE
A-300	SITE SECTIONS
A-310	TYPICAL BUILDING SECTION
A-320	CLUBHOUSE BUILDING SECTIONS
A-400	BUILDING ELEVATION - 3 PLEX
A-410	BUILDING ELEVATION - 4 PLEX 1
A-411	BUILDING ELEVATION - 4 PLEX 2
A-420	BUILDING ELEVATION - 5 PLEX 1
A-421	BUILDING ELEVATION - 5 PLEX 2
A-422	BUILDING ELEVATION - 5 PLEX 2
A-423	BUILDING ELEVATION - 5 PLEX 2
A-424	BUILDING ELEVATION - 5 PLEX 3
A-430	BUILDING ELEVATION - 6 PLEX 1
A-431	BUILDING ELEVATION - 6 PLEX 2
A-440	BUILDING ELEVATION - 7 PLEX
A-450	BUILDING ELEVATION - 8 PLEX
A-460	BUILDING ELEVATION - 9 PLEX
A-470	BUILDING ELEVATION - CLUBHOUSE
A-480	BUILDING ELEVATION - TRASH ENCLOSURE
A-500	COLOR AND MATERIAL BOARD
A-600	OVERALL PERSPECTIVES
A-601	OVERALL PERSPECTIVES

04-LANDSCAPE	
L1.01	ILLUSTRATIVE LANDSCAPE PLAN
L2.01	TREE PLANTING DIAGRAM
L2.02	UNDERSTORY PLANTING DIAGRAM
L3.00	HYDROZONE PLAN
L4.01	TREE DISPOSITION PLAN
L4.11	ARBORIST REPORT
L4.12	ARBORIST REPORT
L5.01	ILLUSTRATIVE LIGHTING PLAN
L5.02	PHOTOMETRIC PLAN
L5.03	LIGHTING FIXTURE SPECIFICATIONS
L6.01	SCHEMATIC DETAILS
L6.02	SCHEMATIC DETAILS
L7.01	OPEN SPACE CALCULATIONS
L7.11	PUBLIC OPEN SPACE ENLARGEMENTS

05-TRASH MANAGEMENT	
TR-1	KEY PLAN
TR-2	ROLL-OFF COLLECTION TURN STUDY
TR-3	CENTRAL TRASH ENCLOSURE PLAN
TR-4	ROLL-OFF COMPACTOR SECTIONS



STUDIO
T SQUARE

: Architecture
: Planning
: Urban Design

: 1970 Broadway, Suite 408
: Oakland, California 94612
: (510) 451 - 2850

THIS DOCUMENT CONTAINS INFORMATION
PROPRIETARY TO STUDIO T-SQ, INC. AND IS FURNISHED
IN CONFIDENCE FOR THE LIMITED PURPOSE OF
EVALUATION OR REVIEW. THIS DOCUMENT OR ITS
CONTENTS MAY NOT BE USED FOR ANY OTHER
PURPOSE AND MAY NOT BE REPRODUCED OR
DISCLOSED TO OTHERS WITHOUT THE PRIOR WRITTEN
CONSENT OF STUDIO T-SQ, INC. ALL RIGHTS
RESERVED. COPYRIGHT 2016.

600 VALLEY WAY
600 VALLEY WAY, MILPITAS, CA 95035
THE SOBRATO ORGANIZATION
599 CASTRO STREET SUITE 400, MOUNTAIN VIEW, CA 94041

Sheet Title:
TITLE SHEET

Job No. 22029
Date: 3/17/2026
Scale:
Drawn By: Author

Sheet No:

G-000

UNIT TYPE SUMMARY

UNIT TYPE	# OF BEDROOMS & BATHROOMS		UNIT NET SELLABLE SQUARE FEET			UNIT COUNT		PROJECT TOTAL	
			LIVING AREA/ HABITABLE SPACE (R-2)	PRIVATE GARAGE (U)	TOTAL PER UNIT				
	BEDROOMS	BATHROOMS				QTY.	UNIT MIX	LIVING AREA/ HABITABLE SPACE	NET SELLABLE SQ FT
TH 1	3	3	1,326 SF	477 SF (TANDEM)	1,803 SF	47 MARKET RATE 8 BMR	41%	62,322 SF MARKET RATE 10,608 SF BMR	84,741 SF MARKET RATE 14,424 SF BMR
TH 2	3	3	1,710 SF	442 SF (SIDE-BY-SIDE)	2,152 SF	47 MARKET RATE 8 BMR	41%	80,370 SF MARKET RATE 13,680 SF BMR	101,144 SF MARKET RATE 17,216 SF BMR
TH 3	4	4	2,013 SF	449 SF (SIDE-BY-SIDE)	2,462 SF	20 MARKET RATE 4 BMR	18%	40,260 SF MARKET RATE 8,052 SF BMR	49,240 SF MARKET RATE 9,848 SF BMR
TOTAL						134	100%	215,292 SF	276,613 SF

- NOTE(S):
- NSSF INDICATES PAINT TO PAINT SQUARE FOOTAGE.
 - LIVING AREA EXCLUDES GARAGE SQUARE FOOTAGE.
 - TOTAL 20 BMR UNITS PROVIDED. SEE SHEET G-007 FOR LOCATIONS.
 - TOTAL 14 ADAPTABLE UNITS IN TH 3 UNIT TYPE, INCLUDING 12 MARKET-RATE UNITS AND 2 BMR UNITS. SEE G-007 FOR LOCATIONS.
 - HABITABLE SPACE INDICATES ROOMS DESIGNED FOR LIVING, SLEEPING, EATING OR FOOD PREPARATION, AS OUTLINED IN MILPITAS CZO CHAPTER E.2.

BUILDING TYPE SUMMARY

BUILDING #	BLDG TYPE	GROSS FLOOR AREA	GARAGE GSF	BOH GSF	GSF PER BLDG.	QTY.	GSF TOTAL
BUILDING #19	3 PLEX	5,505 SF	1,488 SF	94 SF	7,087 SF	1	7,087 SF
BUILDING #2, #9, #14, #22	4 PLEX 1	6,679 SF	2,004 SF	95 SF	8,779 SF	4	35,116 SF
BUILDING #16	4 PLEX 2	6,679 SF	2,004 SF	95 SF	8,779 SF	1	8,779 SF
BUILDING #4, #7	5 PLEX 1	8,847 SF	2,488 SF	95 SF	11,430 SF	2	22,860 SF
BUILDING #6, #21, #23	5 PLEX 2	8,847 SF	2,488 SF	95 SF	11,430 SF	3	34,289 SF
BUILDING #3, #5, #12	5 PLEX 3	8,847 SF	2,488 SF	95 SF	11,430 SF	3	34,289 SF
BUILDING #15, #18	6 PLEX 1	11,031 SF	2,970 SF	95 SF	14,096 SF	2	28,192 SF
BUILDING #20	6 PLEX 2	11,031 SF	2,970 SF	95 SF	14,096 SF	1	14,096 SF
BUILDING #1, #8, #11, #24	7 PLEX	12,192 SF	3,492 SF	94 SF	15,778 SF	4	63,112 SF
BUILDING #13, #17	8 PLEX	14,364 SF	3,971 SF	161 SF	18,495 SF	2	36,990 SF
BUILDING #10	9 PLEX	15,526 SF	4,490 SF	94 SF	20,110 SF	1	20,110 SF
CLUBHOUSE					2,182 SF	1	2,182 SF
PROJECT TOTAL						25	307,102 SF

- CONSTRUCTION TYPE: TOWNHOMES: 3 STORIES OF TYPE V-A, NFPA-13 SPRINKLERED
CLUBHOUSE: 1 STORY OF TYPE V-A, NFPA-13 SPRINKLERED
- THE BUILDING SHALL COMPLY MILPITAS MUNICIPAL CODE V-300-2.69 WITH AUTOMATIC FIRE SPRINKLER SYSTEM.
THE BUILDING SHALL COMPLY WITH 2022 CFC SECTION 907 - MILPITAS MUNICIPAL CODE V-300-2.78 WITH FIRE ALARM SYSTEM.
- OCCUPANCY GROUP: R-2 RESIDENTIAL
A-3 MULTIPURPOSE ROOM
U GARAGE
- NOTE(S):
- PER MILPITAS CZO CHAPTER A.6.070, GROSS FLOOR AREA IS MEASURED FROM THE EXTERIOR FACE OF EXTERIOR WALLS OR FROM THE CENTERLINE OF A SHARED WALL SEPARATION TWO BUILDINGS.

PARKING SUMMARY

RESIDENT PARKING (PRIVATE GARAGE ATTACHED TO UNIT)									
UNIT TYPE *****	PARKING REQUIREMENT*****			PARKING PROPOSED					
	MGSP RATIO	# OF UNITS	REQ'D STALLS	REQ'D MIN. GARAGE WIDTH (FT) X LENGTH (FT)	2 STALLS PROVIDED IN EACH PRIVATE GARAGE *				TOTAL
					THE 1ST STALL -LEVEL 2 EV READY**		THE 2ND STALL - LEVEL 1 EV READY**		
TH1 - TANDEM PARKING	1.5 SPACES PER UNIT	53	80	CZO C.6.080: 10'X38'	53 (2-CAR GARAGE 11'-8"W x 39'-8"L)		53 (GARAGE 11'-8"Wx 39'-8"L)		106
TH2 - SIDE-BY-SIDE PARKING	1.5 SPACES PER UNIT	53	80	CZO C.6.080: 10'X20' PER STALL	53 (2-CAR GARAGE 20'-4"W x 20'-1"L)		53 (2-CAR GARAGE 20'-4"W x 20'-1"L)		106
TH3 - SIDE-BY-SIDE PARKING	1.5 SPACES PER UNIT	28	42	CZO C.6.080: 10'X20' PER STALL	28 (2-CAR GARAGE 20'-10"W x 20'-1"L)		28 (2-CAR GARAGE 20'-10"W x 20'-1"L)		56
SUBTOTAL		134	202		134		134		268

GUEST PARKING (UNASSIGNED / OUTDOOR SURFACE PARKING)										
TYPE	PARKING REQUIREMENT*****			PARKING PROPOSED						
	MGSP RATIO	# OF UNITS	REQ'D STALLS	REQ'D STALL MIN. WIDTH (FT) X LENGTH (FT)	EVCS with Level 2 EV Ready infrastructure (25%)+**		Low Power Level 2 EV Ready(75%)+**			TOTAL
GUEST PARKING (UNASSIGNED)	1 SPACE PER 3 UNITS	134	45	CZO C.6.080: 9'X18' STANDARD STALL: 10'X22' PARALLEL STALL: MMC CH19.4.106.4.3.2: 9'X18' EV STALL: CH 19.4.106.4.2.1 EV ACCESSIBLE STALL PER CBC 11A.12'X18' VAN ACCESSIBLE AND 9'X18' STANDARD ACCESSIBLE	EVCS with Level 2 EV Ready infrastructure - STANDARD STALL: 9'x18'	EVCS with Level 2 EV Ready infrastructure - VAN ACCESSIBLE STALL: 12'x18' w/ 5' access aisle ****	Low Power Level 2 EV Ready - STANDARD STALL: 9'x18'	Low Power Level 2 EV Ready - VAN ACCESSIBLE STALL: 12'x18' w/ 5' access aisle ****	Low Power Level 2 EV Ready- STANDARD ACCESSIBLE STALL: 9'x18' w/ 5' access aisle ****	
SUBTOTAL		134	45		14	1	42	1	2	60

PROJECT TOTAL			247						328
---------------	--	--	-----	--	--	--	--	--	-----

BIKE PARKING SUMMARY

BIKE PARKING						
UNIT TYPE	MIN. BIKE PARKING REQUIREMENT*			BIKE PARKING PROPOSED		
	BIKE PARKING RATIO (MIN.)	# OF UNITS	REQ'D BIKE PARKING SPACES (MIN.)	LONG-TERM SPACES	SHORT-TERM SPACES (OUTDOOR)	TOTAL
TH1	0.5 SPACES PER UNIT	53	27	53	12	
TH2	0.5 SPACES PER UNIT	53	27	53		
TH3	0.5 SPACES PER UNIT	28	14	28		
SUBTOTAL		134	68	134	12	146
			LONG-TERM SPACES (MIN.) **			
			85%			
			57			
			SHORT-TERM SPACES (MIN.) **			
			15%			
			11			

- NOTE(S):
- BIKE PARKING RATIO REQUIREMENT 0.5 SPACES PER UNIT PER MGSP TABLE 3-9 AND CZO CHAPTER C.6.100.
 - PER MILPITAS CZO CHAPTER C6.100, SHORT-TERM BICYCLE PARKING IS REQUIRED AT 15% OF TOTAL REQUIRED NUMBER OF BICYCLE PARKING SPACES. 67 SPACES OF REQUIRED PARKING x 15% = 11 SHORT-TERM PARKING REQUIRED.



STUDIO
T SQUARE

: Architecture
: Planning
: Urban Design

: 1970 Broadway, Suite 408
: Oakland, California 94612
: (510) 451 - 2850

THIS DOCUMENT CONTAINS INFORMATION PROPRIETARY TO STUDIO T-SQ, INC. AND IS FURNISHED IN CONFIDENCE FOR THE LIMITED PURPOSE OF EVALUATION OR REVIEW. THIS DOCUMENT OR ITS CONTENTS MAY NOT BE USED FOR ANY OTHER PURPOSE AND MAY NOT BE REPRODUCED OR DISCLOSED TO OTHERS WITHOUT THE PRIOR WRITTEN CONSENT OF STUDIO T-SQ, INC. ALL RIGHTS RESERVED. COPYRIGHT 2016.

600 VALLEY WAY
600 VALLEY WAY, MILPITAS, CA 95035

THE SOBRATO ORGANIZATION
599 CASTRO STREET SUITE 400, MOUNTAIN VIEW, CA 94041

Sheet Title:
UNIT, BUILDING & PARKING SUMMARY

Job No. 22029
Date: 3/17/2026
Scale:
Drawn By: Author

Sheet No:

G-002



HEATH STREET - LOOKING SOUTH TO THE SITE 1



EXISTING SITE CONDITION - LOOKING SOUTH 2



EXISTING SITE CONDITION - LOOKING NORTH 3



SITE ENTRANCE ON VALLEY WAY 4



EXISTING SITE CONDITION - LOOKING SOUTH 5



EXISTING HOTEL TO THE EAST OF SITE 6



SOUTH ABBOTT AVE 7



WEST CALAVERAS BLVD 8



STUDIO
T SQUARE

: Architecture
: Planning
: Urban Design

: 1970 Broadway, Suite 408
: Oakland, California 94612
: (510) 451 - 2850

THIS DOCUMENT CONTAINS INFORMATION PROPRIETARY TO STUDIO T-SQ, INC. AND IS FURNISHED IN CONFIDENCE FOR THE LIMITED PURPOSE OF EVALUATION OR REVIEW. THIS DOCUMENT OR ITS CONTENTS MAY NOT BE USED FOR ANY OTHER PURPOSE AND MAY NOT BE REPRODUCED OR DISCLOSED TO OTHERS WITHOUT THE PRIOR WRITTEN CONSENT OF STUDIO T-SQ, INC. ALL RIGHTS RESERVED. COPYRIGHT 2016.

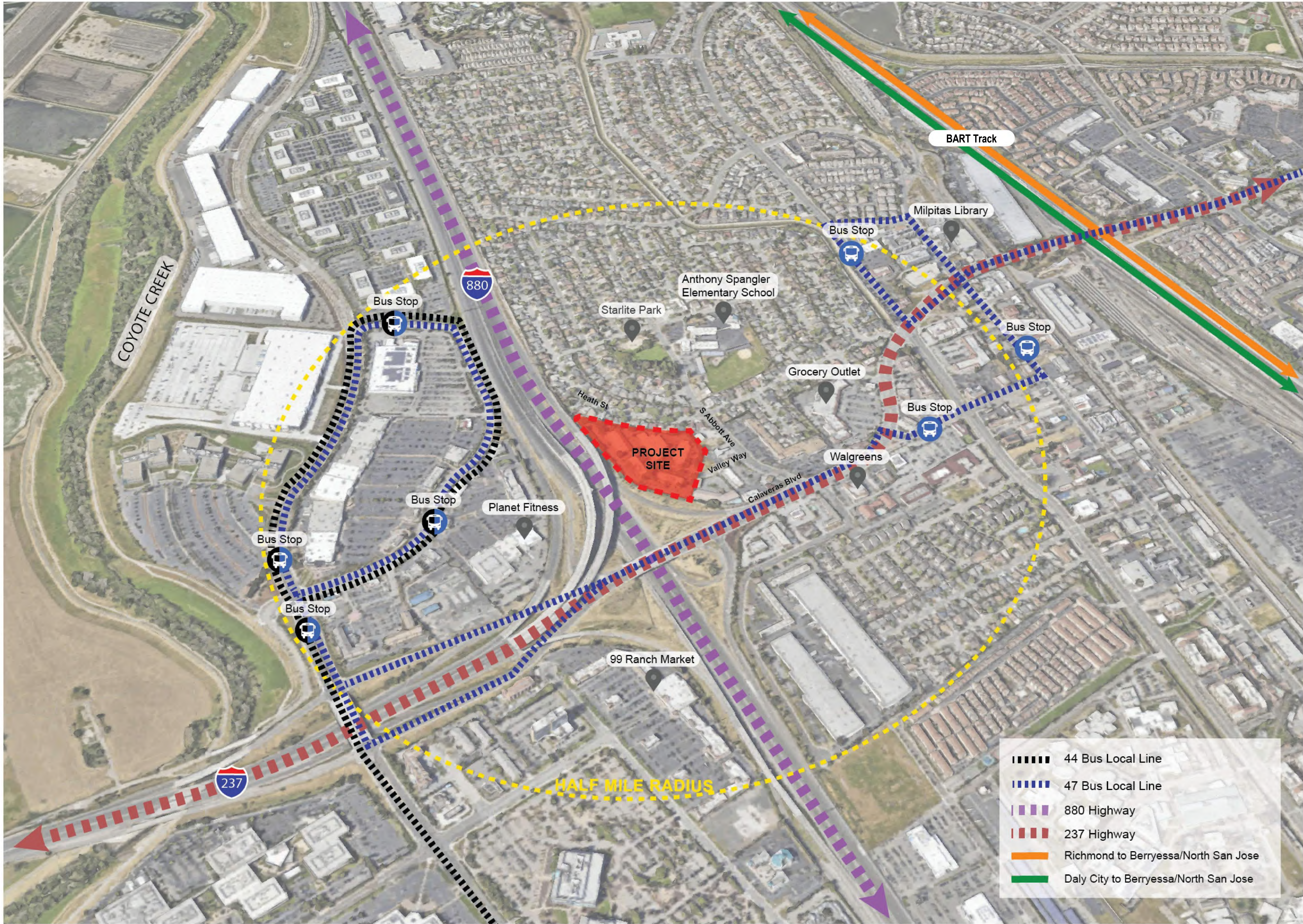
600 VALLEY WAY
600 VALLEY WAY, MILPITAS, CA 95035
THE SOBRATO ORGANIZATION
599 CASTRO STREET SUITE 400, MOUNTAIN VIEW, CA 94041

Sheet Title:
EXISTING SITE
PHOTOS

Job No. 22029
Date: 3/17/2026
Scale:
Drawn By: Author

Sheet No:

G-003



STUDIO
T SQUARE

: Architecture
: Planning
: Urban Design

: 1970 Broadway, Suite 408
: Oakland, California 94612
: (510) 451 - 2850

THIS DOCUMENT CONTAINS INFORMATION PROPRIETARY TO STUDIO T-SQ, INC. AND IS FURNISHED IN CONFIDENCE FOR THE LIMITED PURPOSE OF EVALUATION OR REVIEW. THIS DOCUMENT OR ITS CONTENTS MAY NOT BE USED FOR ANY OTHER PURPOSE AND MAY NOT BE REPRODUCED OR DISCLOSED TO OTHERS WITHOUT THE PRIOR WRITTEN CONSENT OF STUDIO T-SQ, INC. ALL RIGHTS RESERVED. COPYRIGHT 2016.

600 VALLEY WAY
600 VALLEY WAY, MILPITAS, CA 95035
THE SOBRATO ORGANIZATION
599 CASTRO STREET SUITE 400, MOUNTAIN VIEW, CA 94041

Sheet Title:
SITE CONTEXT MAP

Job No. 22029
Date: 3/17/2026
Scale: 12" = 1'-0"
Drawn By: Author

Sheet No:

G-004



STUDIO
T SQUARE

: Architecture
: Planning
: Urban Design

: 1970 Broadway, Suite 408
: Oakland, California 94612
: (510) 451 - 2850

THIS DOCUMENT CONTAINS INFORMATION
PROPRIETARY TO STUDIO T-SQ, INC. AND IS FURNISHED
IN CONFIDENCE FOR THE LIMITED PURPOSE OF
EVALUATION OR REVIEW. THIS DOCUMENT OR ITS
CONTENTS MAY NOT BE USED FOR ANY OTHER
PURPOSE AND MAY NOT BE REPRODUCED OR
DISCLOSED TO OTHERS WITHOUT THE PRIOR WRITTEN
CONSENT OF STUDIO T-SQ, INC. ALL RIGHTS
RESERVED. COPYRIGHT 2016.

600 VALLEY WAY
600 VALLEY WAY, MILPITAS, CA 95035
THE SOBRATO ORGANIZATION
599 CASTRO STREET SUITE 400, MOUNTAIN VIEW, CA 94041

Sheet Title:
CIRCULATION PLAN

Job No. 22029
Date: 3/17/2026
Scale: 1" = 30'-0"
Drawn By: Author

Sheet No:

G-005



SITE PLAN - CIRCULATION

1" = 30'-0"

1

TOTAL UNITS IN DEVELOPMENT	134
NUMBER OF BELOW MARKET RATE UNITS	20
INCOME LEVEL	MODERATE
RENTAL OR OWNERSHIP	OWNERSHIP
TENURE	SEE SHEET G-007, OWNERSHIP
GROSS SQUARE FOOTAGE OF BUILDING BY EACH USE INCLUDING PARKING USES	SEE SHEET G-002 BUILDING TYPE SUMMARY TABLE
GROSS SQUARE FOOTAGE OF PROJECT'S PROPOSED TOTAL RESIDENTIAL AREA AND GROSS SQUARE FOOTAGE OF EXISTING RESIDENTIAL AREA	PROPOSED: 307,102 SF (INCLUDES 2,182 SF CLUBHOUSE) SEE SHEET G-002 FOR DETAILS EXISTING: 0 SF RESIDENTIAL
GROSS SQUARE FOOTAGE OF PROJECT'S PROPOSED NON-RESIDENTIAL FLOOR AREA, GROSS SQUARE FOOTAGE OF EXISTING NON-RESIDENTIAL FLOOR AREATHAT WILL REMAIN AS IS, AND ANY SQUARE FOOTAGE OF NEW OR PROPOSED TO BE CONVERTED NON-RESIDENTIAL FLOOR AREA THAT IS EXEMPT FROM PAYING AFFORDABLE HOUSING IMPACT FEES PURSUANT TO SECTION 5 OF THIS CHAPTER	PROJECT IS NOT PROVIDING, NOR REMAINING NON-RESIDENTIAL USES.
HABITABLE SQUARE FEET FOR RESIDENTIAL UNITS, AND NET RESIDENTIAL SQUARE FEET OF THE TOTAL PROJECT, AFFORDABLE UNITS AND MARKET RATE UNITS	SEE SHEET G-002 AND INFORMATION BELOW.
THE UNIT SIZES (NET RESIDENTIAL SQUARE FEET PER UNIT) FOR THE TOTAL PROJECT, MARKET RATE UNITS, AND AFFORDABLE UNITS.	SEE SHEET G-002 AND INFORMATION BELOW.
THE PROPOSED LOCATION OF THE AFFORDABLE UNITS BY INCOME LEVEL AND BY BUILDING AND LOCATIONON EACH FLOOR OF A BUILDING	SEE EXHIBIT TO THE RIGHT.

LEGEND

- TH1 (3 BR/ 3 BA, 1,326 SF);
TOTAL UNITS: 55
TOTAL BMR UNITS REQUIRED (15%): 8
- TH2 (3 BR/ 3 BA, 1,710 SF);
TOTAL UNITS: 55
TOTAL BMR UNITS REQUIRED (15%): 8
- TH3 (4 BR/ 4 BA, 2,013 SF);
TOTAL UNITS: 24
TOTAL BMR UNITS REQUIRED (15%): 4

*SF INDICATES LIVING AREA/ HABITABLE SPACE. SEE SHEET G-002.
ALL BELOW MARKET RATE (BMR) UNITS ARE OWNERSHIP UNITS.

A ADAPTABLE UNIT

1.

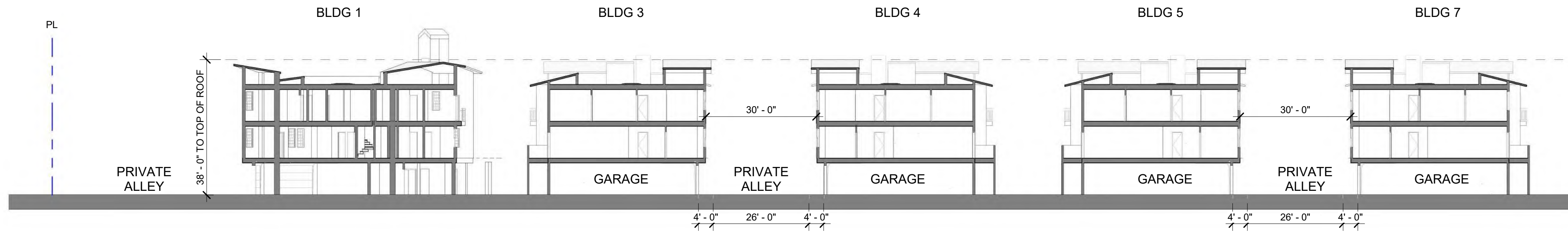
ALL AFFORDABLE UNITS IN A PROJECT OR PHASE OF A PROJECT SHALL BE CONSTRUCTED PRIOR OR CONCURRENTLY WITH MARKET-RATE UNITS.
2.

ALL AFFORDABLE UNITS SHALL BE REASONABLY COMPARABLE IN TERMS OF FLOOR PLAN AND BASE FINISH AMENITIES TO MARKET RATE UNITS IN THE PROPOSED DEVELOPMENT.
3.

THE QUALITY OF EXTERIOR DESIGN, LANDSCAPING, AND CONSTRUCTION OF THE AFFORDABLE UNITS SHALL BE CONSISTENT WITH THE OTHER UNITS IN THE PROPOSED DEVELOPMENT.
4.

AN EXECUTED AGREEMENT IMPOSING APPROPRIATE OWNERSHIP CONTROLS ON THE AFFORDABLE UNITS IS REQUIRED PRIOR TO CERTIFICATE OF OCCUPANCY.

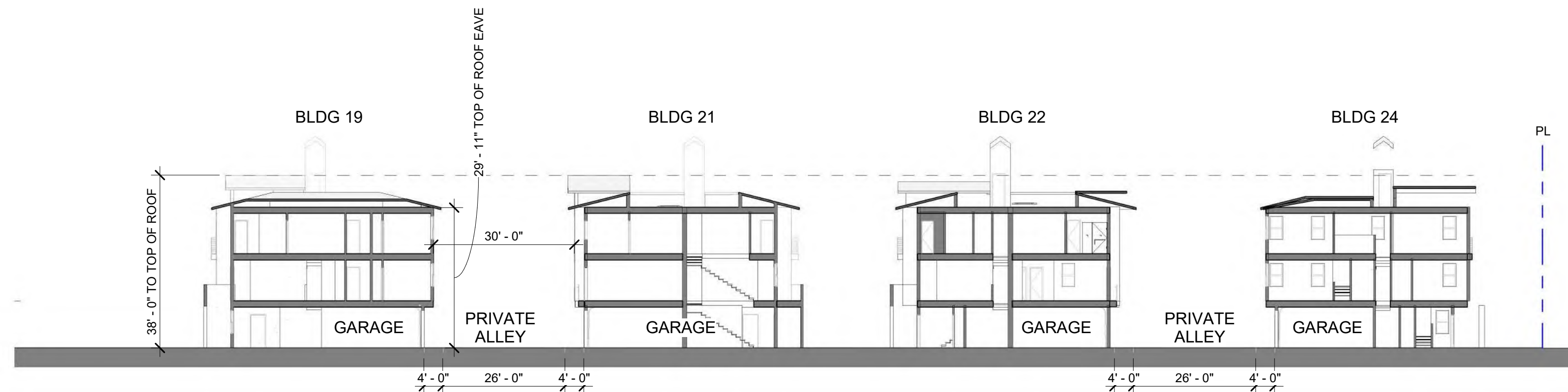




SITE SECTION - D

1" = 20'-0"

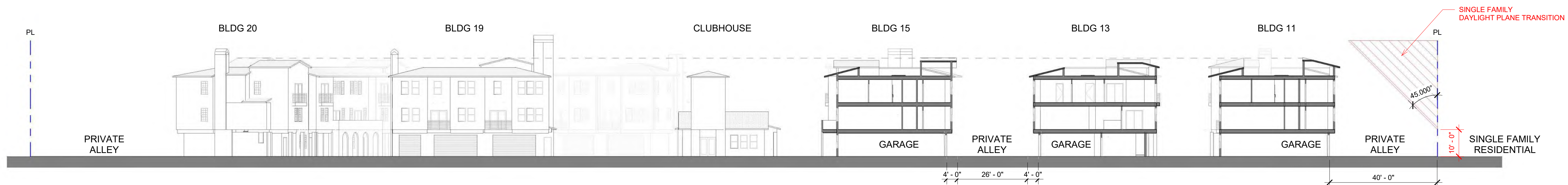
4



SITE SECTION - C

1" = 20'-0"

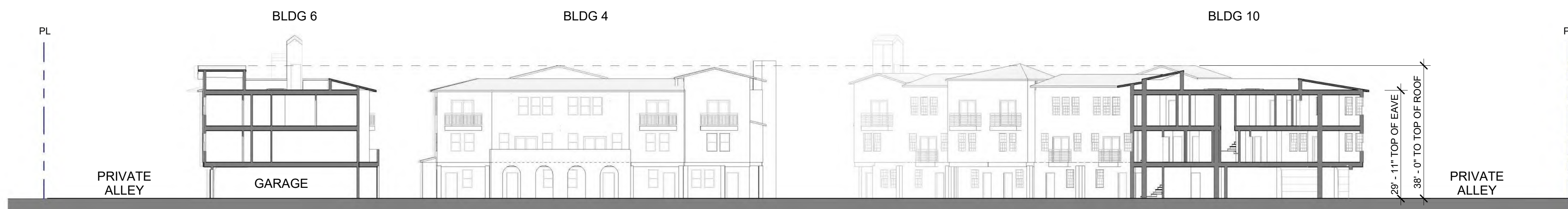
3



SITE SECTION - BB

1" = 20'-0"

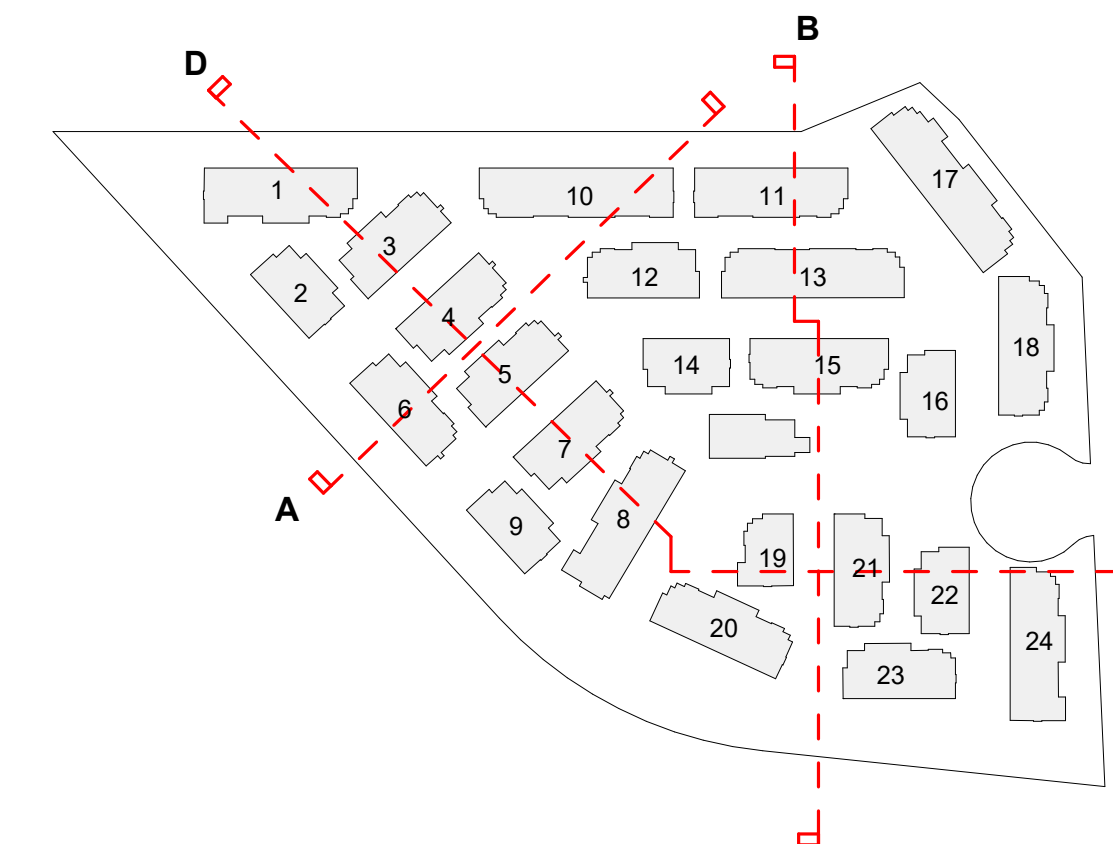
2



SITE SECTION - A

1" = 20'-0"

1



KEY MAP



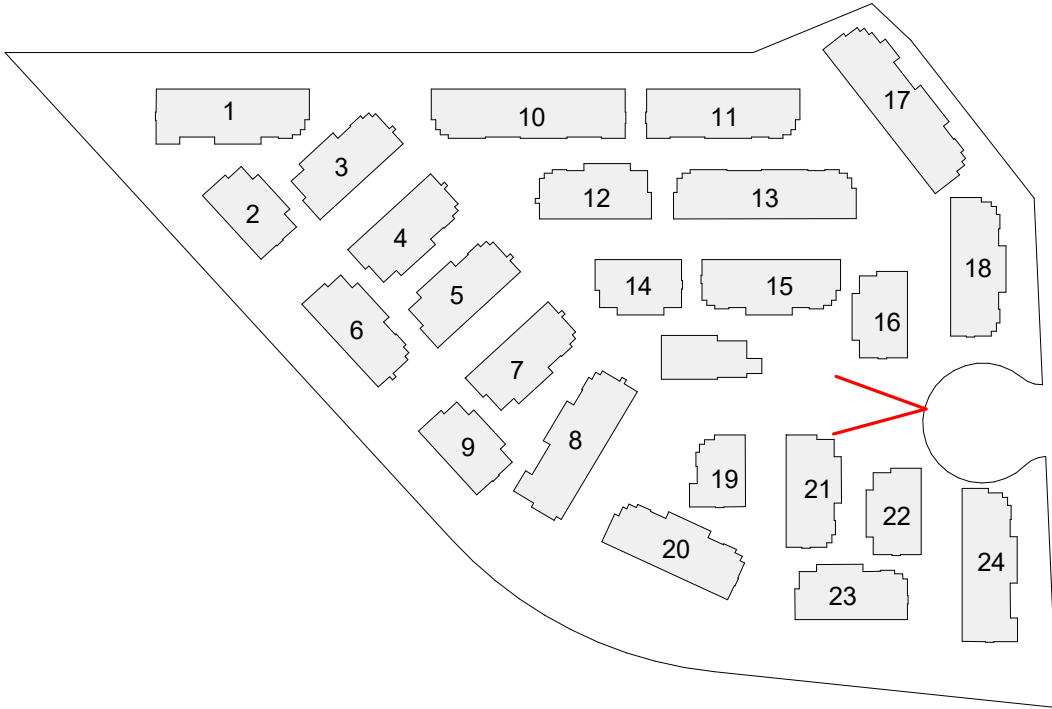
STUDIO
T SQUARE

: Architecture
: Planning
: Urban Design

: 1970 Broadway, Suite 408
: Oakland, California 94612
: (510) 451 - 2850

THIS DOCUMENT CONTAINS INFORMATION
PROPRIETARY TO STUDIO T-SQ, INC. AND IS FURNISHED
IN CONFIDENCE FOR THE LIMITED PURPOSE OF
EVALUATION OR REVIEW. THIS DOCUMENT OR ITS
CONTENTS MAY NOT BE USED FOR ANY OTHER
PURPOSE AND MAY NOT BE REPRODUCED OR
DISCLOSED TO OTHERS WITHOUT THE PRIOR WRITTEN
CONSENT OF STUDIO T-SQ, INC. ALL RIGHTS
RESERVED. COPYRIGHT 2016.

600 VALLEY WAY
600 VALLEY WAY, MILPITAS, CA 95035
THE SOBRATO ORGANIZATION
599 CASTRO STREET SUITE 400, MOUNTAIN VIEW, CA 94041



KEY MAP

Sheet Title:
OVERALL
PERSPECTIVES

Job No. 22029
Date: 3/17/2026
Scale: 1" = 160'-0"
Drawn By: Author

Sheet No:

A-600



1



2



STUDIO
T SQUARE

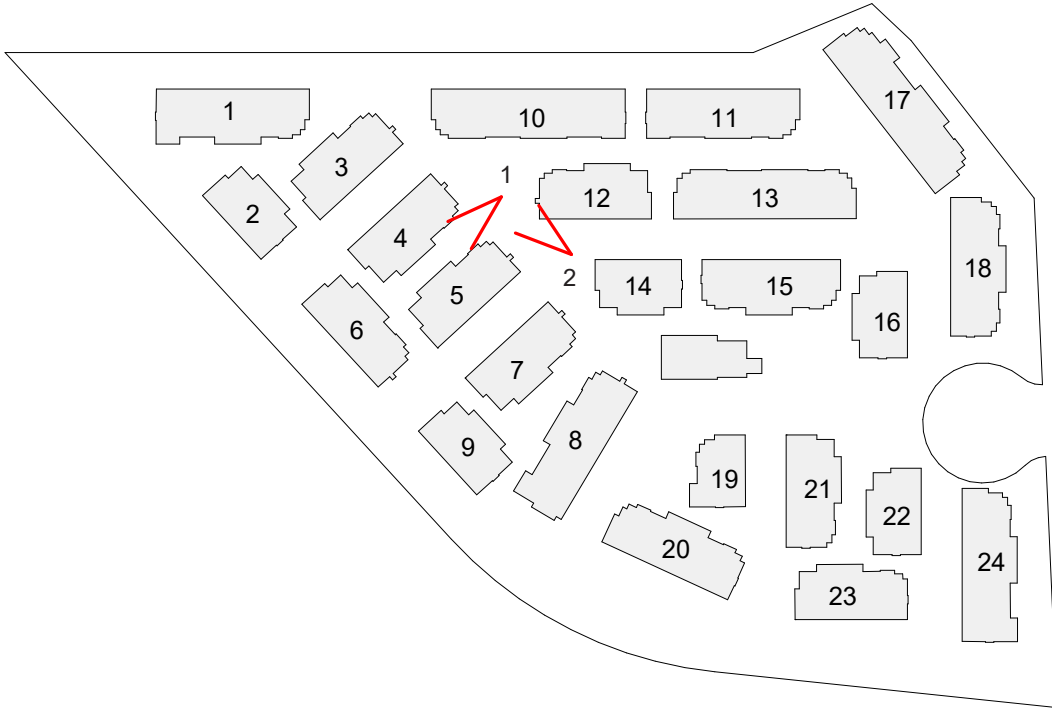
: Architecture
: Planning
: Urban Design

: 1970 Broadway, Suite 408
: Oakland, California 94612
: (510) 451 - 2850

THIS DOCUMENT CONTAINS INFORMATION
PROPRIETARY TO STUDIO T-SQ, INC. AND IS FURNISHED
IN CONFIDENCE FOR THE LIMITED PURPOSE OF
EVALUATION OR REVIEW. THIS DOCUMENT OR ITS
CONTENTS MAY NOT BE USED FOR ANY OTHER
PURPOSE AND MAY NOT BE REPRODUCED OR
DISCLOSED TO OTHERS WITHOUT THE PRIOR WRITTEN
CONSENT OF STUDIO T-SQ, INC. ALL RIGHTS
RESERVED, COPYRIGHT 2016.

600 VALLEY WAY
600 VALLEY WAY, MILPITAS, CA 95035

THE SOBRATO ORGANIZATION
599 CASTRO STREET SUITE 400, MOUNTAIN VIEW, CA 94041



Sheet Title:
**OVERALL
PERSPECTIVES**

Job No. 22029
Date: 3/17/2026
Scale: 1" = 160'-0"
Drawn By: Author

Sheet No:

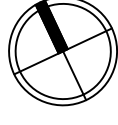
A-601

KEY MAP



NOTES:
THE PROJECT IS TO USE COOL PAVEMENTS
INCLUDING STAMPED VEHICULAR ASPHALT
PAVING AND PEDESTRIAN ACCENT PAVING
WITH SRI VALUES OF 29 OR GREATER.

SCALE: 1" = 30'-0"



: Architecture
: Planning
: Urban Design

: 1970 Broadway, Suite 408
: Oakland, California 94612
: (510) 451 - 2850

THIS DOCUMENT CONTAINS INFORMATION
PROPRIETARY TO STUDIO T-SQ, INC. AND IS FURNISHED
IN CONFIDENCE FOR THE LIMITED PURPOSE OF
EVALUATION OR REVIEW. THIS DOCUMENT OR ITS
CONTENTS MAY NOT BE USED FOR ANY OTHER
PURPOSE AND MAY NOT BE REPRODUCED OR
DISCLOSED TO OTHERS WITHOUT THE PRIOR WRITTEN
CONSENT OF STUDIO T-SQ, INC. ALL RIGHTS
RESERVED. COPYRIGHT 2016.

600 VALLEY WAY

MILPITAS, CA 95035

THE SOBRATO ORGANIZATION

THE
Guzzardo
Partnership, INC.
Landscape Architects | Land Planners
Pier 9, The Embarcadero, Suite 115
San Francisco, CA 94111 | www.tgp-inc.com

Sheet Title:

ILLUSTRATIVE
LANDSCAPE PLAN

Job No. 22029
Date: 03/17/2026
Scale: 1" = 30'-0"
Drawn By:

Sheet No:

L1.01



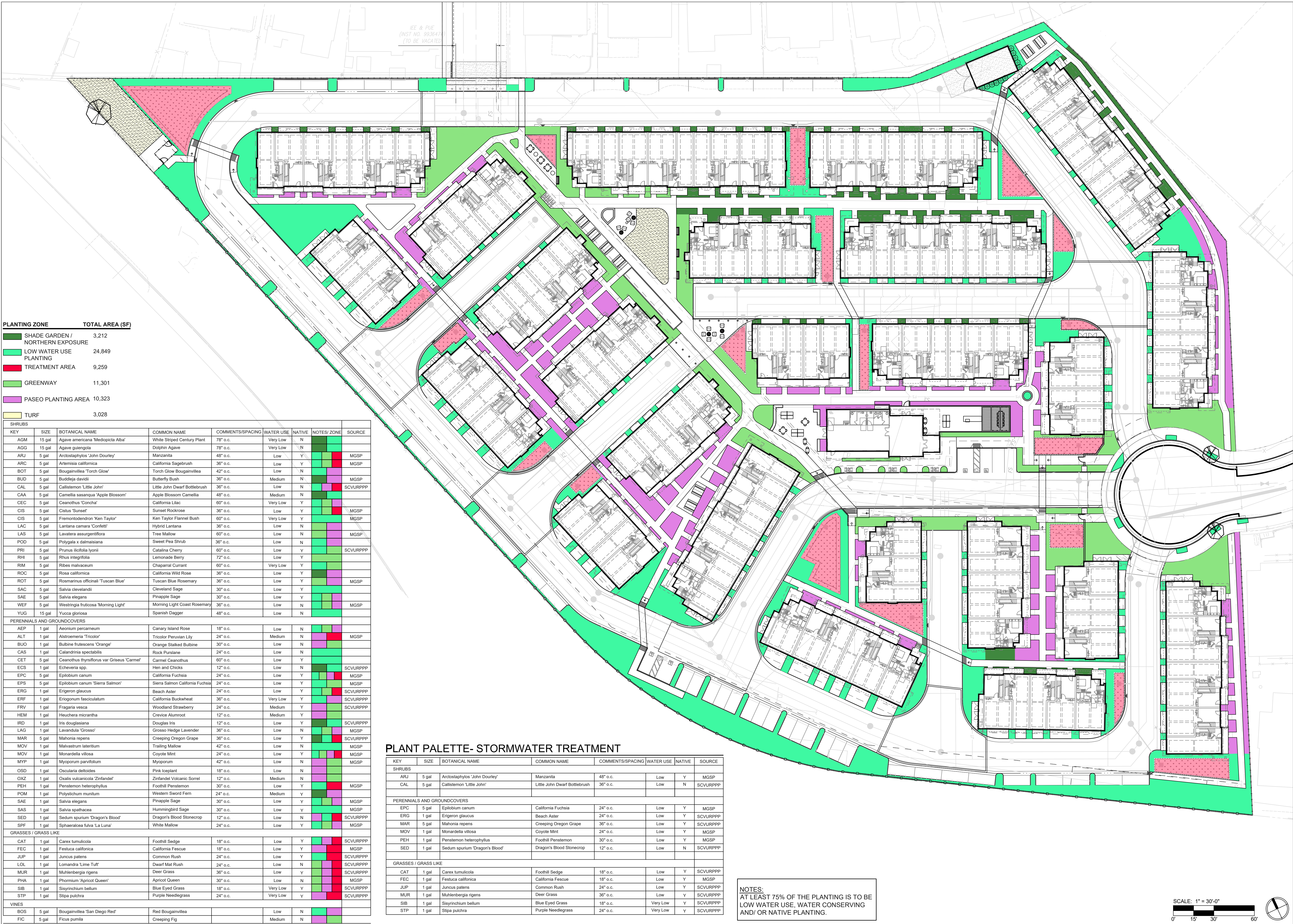
Sheet Title:

Understory Planting
Diagram

Job No. 22029
Date: 03/17/2026
Scale: 1" = 30'-0"
Drawn By:

Sheet No:

L2.02





OPEN SPACE SUMMARY

Common Open Space
Required Items
-60sf per unit (60sf x 134)
-Minimum size-
-20% Planted with native plants (8,040sf x .2)
-Minimum 1 tree per 400 sf (8,040 / 400)
-1 Bench or equivalent per 300sf of outdoor area
-Light levels at PL not to exceed .05
-Light to be fully shielded.
-Minimum 75% of area to be open to sky

Minimum Required
8,040sf
1,000sf and 25'x40'
1,608sf
21 trees
26.8

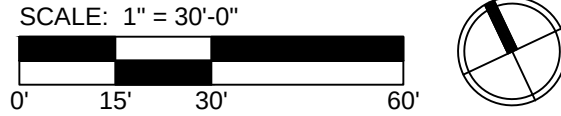
Provided
-9,974sf
-All areas meet requirement
-2,261sf
-27 trees
-29(chairs, benches and seat walls)
-Light levels at PL not to exceed .05
-Light to be fully shielded.
-Minimum 75% of area to be open to sky

Private Open Space
Requirements-
-40sf per unit (40sf x 134)

5,360sf

BUILDING TYPE	PRIVATE PATIO AND/OR PORCH (SF)	UPPER DECK (SF)	OPEN SPACE PER TYPE (SF)	# OF BUILDING TYPE	TOTAL PRIVATE OPEN SPACE (SF) PROVIDED		
					PRIVATE PATIO AND/OR PORCH (SF)	UPPER DECK (SF)	SUBTOTAL (SF) OF EACH BUILDING TYPE
3-FLEX	200	0	380	1	200	0	380
4-FLEX.1	304	172	536	4	1406	688	2144
4-FLEX.2	372	0	372	1	372	0	372
5-FLEX.1	400	172	600	2	800	344	1144
5-FLEX.2	465	0	465	3	1395	0	1395
5-FLEX.3	400	0	400	3	1200	0	1200
6-FLEX.1	500	172	732	2	1100	344	1484
6-FLEX.2	500	0	500	1	500	0	500
7-FLEX	671	0	671	4	2684	0	2684
8-FLEX	704	0	704	2	1408	0	1408
9-FLEX	700	0	700	1	700	0	700
TOTAL				24	12,061	1,066	13,967

See Sheets A-200 to A-261 for the locations and dimensions of private open space for each building type.



: Architecture
: Planning
: Urban Design

: 1970 Broadway, Suite 408
: Oakland, California 94612
: (510) 451 - 2850

THIS DOCUMENT CONTAINS INFORMATION PROPRIETARY TO STUDIO T-SQ, INC. AND IS FURNISHED IN CONFIDENCE FOR THE LIMITED PURPOSE OF EVALUATION OR REVIEW. THIS DOCUMENT OR ITS CONTENTS MAY NOT BE USED FOR ANY OTHER PURPOSE AND MAY NOT BE REPRODUCED OR DISCLOSED TO OTHERS WITHOUT THE PRIOR WRITTEN CONSENT OF STUDIO T-SQ, INC. ALL RIGHTS RESERVED. COPYRIGHT 2016.

600 VALLEY WAY
MILPITAS, CA 95035

THE SOBRATO ORGANIZATION

THE
Guzzardo
Partnership, INC.
Landscape Architects | Land Planners
Pier 9, The Embarcadero, Suite 115
San Francisco, CA 94111 | www.tgp-inc.com

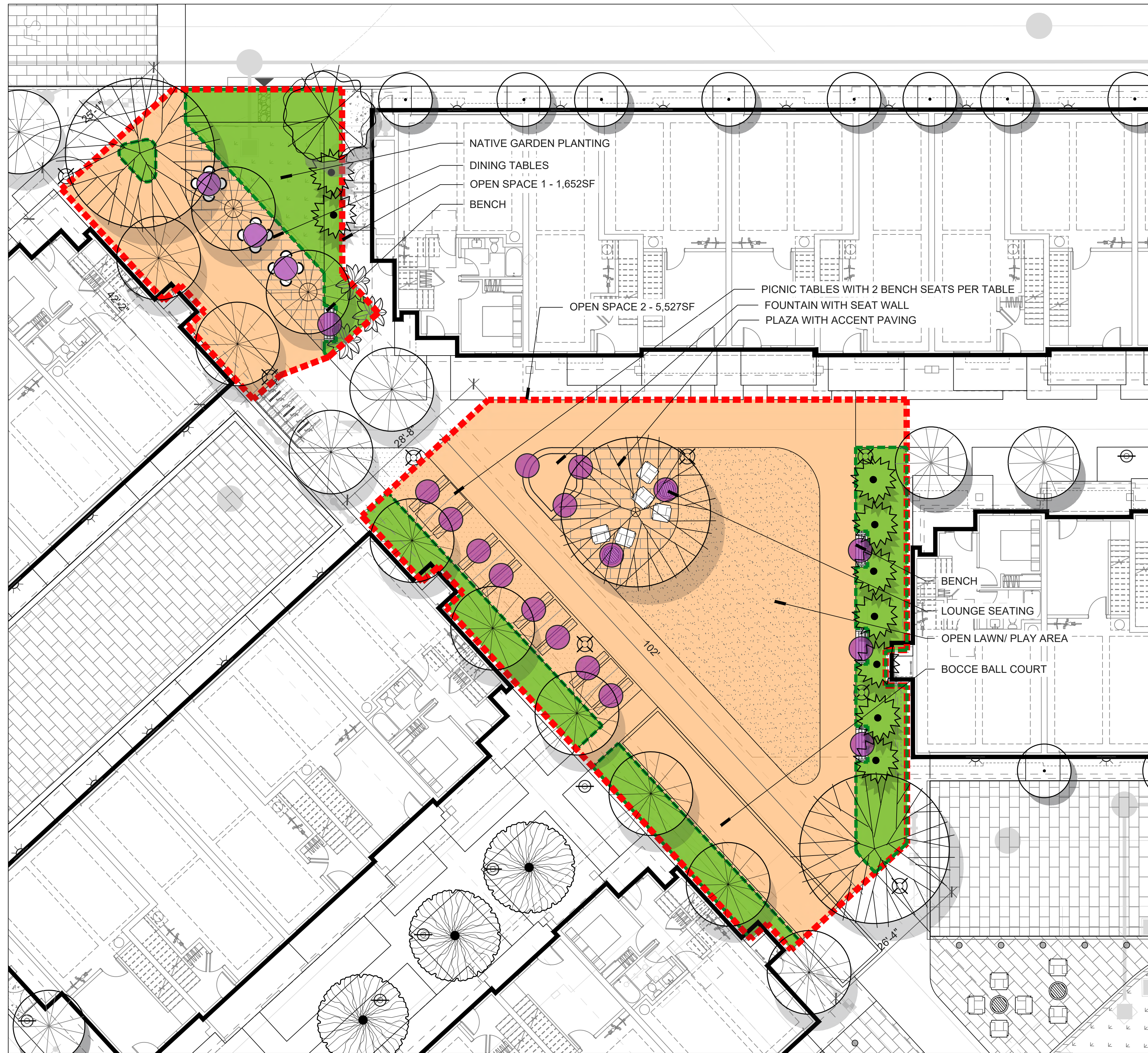
Sheet Title:

OPEN SPACE
CALCULATIONS

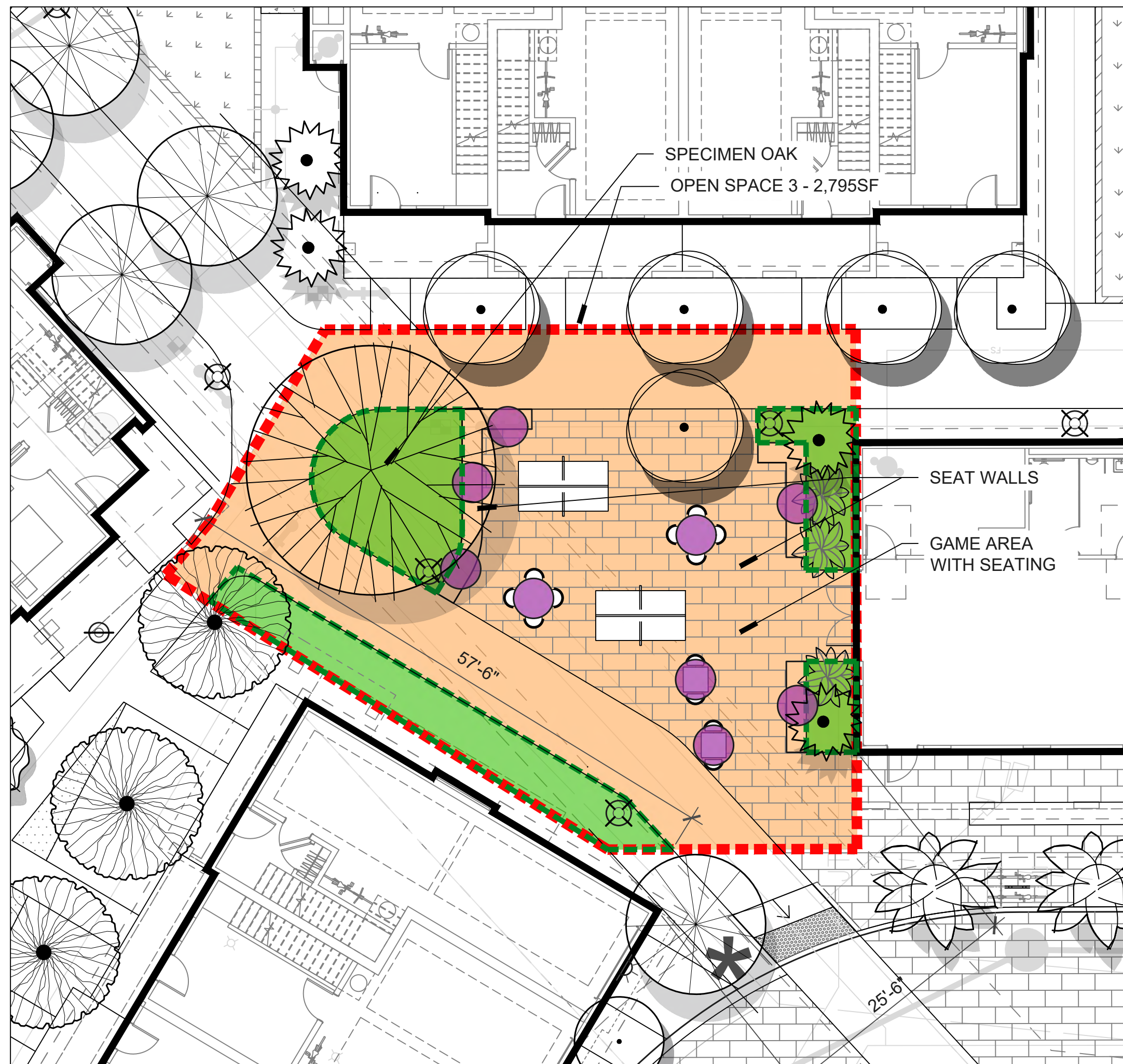
Job No. 22029
Date: 03/17/2026
Scale: 1" = 30'-0"
Drawn By:

Sheet No:

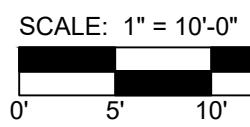
L7.01



PUBLIC OPEN SPACES 1 AND 2



PUBLIC OPEN SPACE 3



Holland & Knight

560 Mission Street, Suite 1900 | San Francisco, CA 94105 | T 415.743.6900 | F 415.743.6910
Holland & Knight LLP | www.hklaw.com

Tamsen Plume
+1 415-743-6941
tamsen.plume@hklaw.com

April 23, 2026

Kristina Phung, AICP
Senior Planner
City of Milpitas Planning Department
455 E. Calaveras Blvd.
Milpitas, CA 95035
kphung@milpitas.gov

Re: 600 Valley Way Residential Development Project (Site Development Permit P-SD24-0005, Tentative Map (P-MT24-0002), Density Bonus P-DB24-0001, Tree Removal Permit P-TR24-0018, and Environmental Assessment P-EA24-0003) State Density Bonus Law (Gov. Code § 65915) Request Letter

Dear All:

This firm represents The Sobrato Organization (the “Applicant”) regarding the 600 Valley Way Residential Development Project (the “Project”), which is located on the approximately 7.22-acre site at 600 Valley Way (APNs 222-80-25, 222-80-24, and 222-80-22) (the “Project Site”) in the City of Milpitas (the “City”). The Project will replace five existing non-residential structures with a new 134-unit for-sale residential community, including 20 for-sale units available below market rate for affordable housing for moderate-income households. The purpose of this letter is to provide an overview of the applicable provisions of the State Density Bonus Law (Gov. Code § 65915) (“SDBL”) and formally request benefits available to the Project under the SDBL, including:

1. The Project requires one (1) concession.
2. The Project requires ten (10) waivers.
3. The Applicant reserves the right to modify its request for SDBL benefits, including but not limited to concessions and waivers, at a later time.
4. We note that the SDBL imposes a heavy burden on cities that seek to deny concession or waiver requests.

I. The Project qualifies for benefits under the State Density Bonus Law (Gov. Code § 65915) (“SDBL”)

The SDBL requires the City to grant certain development benefits (e.g. bonuses, concessions, waivers and parking reductions) to developers who agree to provide affordable housing. The

Project qualifies for SDBL density bonuses, incentives and concessions from development standards, waivers, and parking reductions by providing 20 moderate income for-sale affordable homes, or 15% of the overall residential count of 134 residential units. This percentage of moderate income, for-sale homes exceeds the minimum 10% moderate income for-sale eligibility threshold for a project to be entitled to take advantage of SDBL benefits.¹

The following are the SDBL benefits that the Applicant seeks at this time. The Applicant reserves its right to revise all eligible SDBL benefits at a later time.

II. The Project requires one (1) concession to achieve cost reductions to provide for affordable housing costs.

The Project is entitled to one incentive or concession by including at least 10% of the total units as affordable units available for sale to moderate income households.² “Concession” is defined expansively to include but is not limited to “A reduction in site development standards or a modification of zoning code requirements or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission as provided in [Health and Safety Code Section 18901 *et seq.*], including, but not limited to, a reduction in setback and square footage requirements and in the ratio of vehicular parking spaces that would otherwise be required that results in identifiable and actual cost reductions, to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted [affordable units in the housing project],” “Approval of mixed-use zoning in conjunction with the housing project if commercial, office, industrial, or other land uses will reduce the cost of the housing development and if the commercial, office, industrial, or other land uses are compatible with the housing project and the existing or planned development in the area where the proposed housing project will be located,” and “Other regulatory incentives or concessions proposed by the developer or the city, county, or city and county that result in identifiable and actual cost reductions to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted [affordable units in the housing project].”³ While the Applicant reserves its right to modify its concession request at a later time, at this stage, the Project requests the following concession:

1. Milpitas Residential & Mixed Use Objective Design Standard 5.3.1: Fenestration Design – 2-inch Recessed. This requirement significantly increases cost—the 2-inch recess costs approximately \$620 per window. The creation of an exterior recess requires additional lumber, waterproofing, stucco, and other materials, increasing the costs of construction. As the Project contains more than one thousand windows subject to this requirement, this increased cost would undermine the Project’s financials. While the Project will comply with this requirement for some windows (those facing the pedestrian pathways), compliance for all windows is not feasible. The significant costs that would be imposed

¹ Gov. Code § 65915(b)(1)(D).

² Gov. Code § 65915(d)(2)(A).

³ Gov. Code § 65915(k).

by complying with this requirement for the alley-facing windows will be reduced by use of the concession to provide for the moderate income affordable housing component of the Project.

The circumstances in which the City can deny a concession request are highly limited. The SDBL dictates that the City “shall” grant the request unless the City makes a written finding, based upon substantial evidence, that the concession (1) does not result in identifiable and actual cost reductions, (2) would have a specific, adverse health and safety impact for which there is no feasible mitigation, or (3) the concession would be contrary to state or federal law.⁴ In any action, the City “shall bear the burden of proof for the denial of a requested concession.”⁵

III. The Project requires ten (10) waivers of development standards that physically preclude the Project at the proposed density as designed.

The Project is entitled to “a waiver or reduction of development standards that will have the effect of physically precluding the construction of a development . . . at the densities or with the concessions or incentives permitted [by the SDBL],” and there is no limit on the number of waivers that may be sought.⁶ The fact that alternative designs may exist that achieve the same unit density without requiring waivers cannot negate a requested waiver. Each waiver request must be assessed on its own terms at the level of plan detail at which it is presented and in the context of the narrow parameters discussed further below under which it may be rejected. While the Applicant reserves its right to request additional waivers at a later time, at this stage the Project will require at least the following waivers:

1. MGSP Urban Design Standard 3.7.3: Setback – Maximum Front Setback. This standard would result in the loss of floor area impacting residential units as designed and thereby forcing a reduction in Project density.
2. MGSP Urban Design Standard 3.7.3: Setback – Interior Side Setback Adjacent to Single-Family Residential. This standard would result in the loss of approximately two (2) units, forcing a reduction in Project density.
3. MGSP Urban Design Standard 3.7.3: Minimum 60% Building Frontage. This standard would result in the loss of approximately twenty-one (21) units, forcing a reduction in Project density.
4. MGSP Urban Design Standard 4.1.3.B: Adjacent to Freeways – Double Row of Trees. This standard would result in the loss of approximately twenty-nine (29) units, forcing a reduction in Project density.

⁴ Gov. Code § 65915(d)(1).

⁵ Gov. Code § 65915(d)(4).

⁶ Gov. Code § 65915(e).

5. MGSP Urban Design Standard 5.3.9: Future Service Alleys. This standard would result in the loss of approximately forty-eight (48) units, forcing a reduction in Project density.
6. Milpitas Residential & Mixed Use Objective Design Standard 3.9.1.3: Planting. This standard would result in the loss of approximately twenty-three (23) units, forcing a reduction in Project density.
7. Milpitas Residential & Mixed Use Objective Design Standard 3.9.3: Adjacent to Freeways – Double Row of Trees. This standard would result in the loss of approximately twenty-nine (29) units, forcing a reduction in Project density.
8. Milpitas Residential & Mixed Use Objective Design Standard 4.1.3.6: Open Space Quality – Minimum of 40 feet in Width. This standard would result in the loss of approximately 2,500 SF or one (1) unit, forcing a reduction in Project density.
9. Milpitas Comprehensive Zoning Ordinance Standard C.2.120: Refuse and Recycling Areas – E.6 Enclosures – Location. This standard would result in the loss of approximately two (2) units, forcing a reduction in Project density.
10. Milpitas Comprehensive Zoning Ordinance Standard C.6.080.D: Size and Dimensions of Parking Spaces – Parallel Parking Space Dimensions. This standard would result in the loss of approximately forty-three (43) units, forcing a reduction in Project density.

The circumstances in which the City may refuse a waiver are highly limited. The City may only do so if granting the waiver would result in a “specific, adverse impact” “upon health or safety, and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact,” would have an “adverse impact” on a historic resource, or “would be contrary to state or federal law.”⁷ The burden is on the City to make such a showing based on the preponderance of the evidence.⁸ Furthermore, the SDBL “shall be interpreted liberally in favor of *producing* the maximum number of total housing units,”⁹ which indicates that the City and courts must aim their analysis of waiver requests to maximize housing production as proposed by project applicants.

IV. Conclusion

As identified above, the Applicant reserves the right to revise all eligible SDBL benefits at a later time. Thank you for your ongoing cooperation and support as the Applicant seeks to deliver much-needed housing for the City, including for-sale affordable housing. We would be happy to discuss the concession and waiver requests further, if helpful.

⁷ Gov. Code § 65915(e)(1); see also *Schreiber v. City of Los Angeles* (2021) 69 Cal.App.5th 549, 556.

⁸ Gov. Code 65589.5(d)(2).

⁹ Gov. Code § 65915(r) (emphasis added).

April 23, 2026
Page 5

Sincerely yours,

HOLLAND & KNIGHT LLP

A handwritten signature in blue ink, appearing to be 'Tamsen Plume', with a stylized, flowing script.

Tamsen Plume

TABLE-1

Milpitas Gateway-Main Street Specific Plan (MGSP) Urban Design Standards Compliance

Standard	Meet Standard	Does Not Meet Standard	Not Applicable	Drawing Reference	Waiver or Concession	Notes
3.3 Intensity and Scale	●			G-001 G-002		The project proposes 19 du/ac and a 0.98 FAR, within MGSP GW-MU limits. It includes 3-story townhomes and one-story clubhouse, with building heights of 38' to the roof and 45' to the tallest element, below the max. 65' and 5 stories limit. Buildings 16 and 22 have been revised, resulting in a slight reduction in floor areas compared to the last submittal. Updated project total floor area: 307,102 SF Current FAR: 0.98. FAR Calculation: 307,102 sf / (7.22 ac x 43,560 sf) =0.98 FAR See Sheet G-001 & 002 (Project Information, Building Type Summary, and Indication of Property).
3.4 Economic & Development Incentives			●	N/A		The applicant is not applying any incentives at this time.
3.7.3 Setback		●		G-001 A-110 to A-130. A-200 to A-261 A-400 to A-460, A-480 A-310 SDB letter	Waiver #1, #2,#3 are requested. See State Density Bonus Letter	Per MGSP 3.5, Minimum setbacks apply to all stories. Maximum setbacks apply only to the ground Floor. New Sheets A-110 to A-130 have been added to show setback dimensions for the various building levels, including roof overhangs. A setback summary for each building is also provided in the lower-left corner of these sheets. The table on the G-001 table has also been updated. The proposed trellises and roof eaves (18" depth) comply with the allowed setback encroachment standards per CZO Table C.2.130-A. See Sheet A-310 for building sections, and Sheets A-200 and A-400 series for specific details and dimensions. Front Setback applies to Vally Way cul-de-sac, Bldg. 18, 16, 22, and 24. (MGSP 5-12 feet required) Minimum setback – compliant. (see Sheet A-110 to A-130) 11'-7" (Bldg 18) > min 5’ requirement 13'-11" (Bldg 16) > min 5’ requirement 11'-10" (Bldg 22) > min 5’ requirement 14'-3" (Bldg 24) > min 5’ requirement Maximum setback: partially compliant (see Sheet A-110): 13'-5" (Bldg 18)> max 12’’ requirement 15'-5" (Bldg 16) > max 12’’ requirement 11'-10" (Bldg 22) < max 12’’ requirement 14'-3" (Bldg 24) > max 12’’ requirement Setbacks for Buildings 18, 16, 22, and 24 have been updated to provide 10' PUE requirement at the cul-de-sac on Valley Way, per the direction accepted by City Public Works at the October 16 meeting. Meeting notes were sent to the City on 10/23/2025. All four buildings meet the min. setback requirements. Building 22 meets the max. setback requirements. Bldg. 16, 18, and 24 do not meet the maximum setback standards. A waiver is requested. Building Frontage on Vally Way cul-de-sac. (Min. 60% required): The building frontage (Bldg. 16, 18, 22, 24) does not meet the minimum 60% of building frontage to meet the minimum front setback, per MGSP 3.5 & 3.7.3. requirements. A waiver is requested. Interior setback applies to the east edge of the site. Bldg. 17, 18, and 24. (MGSP Min. 0 feet required) The project complies with this setback requirements. Proposed setback ranges from 10’-3” to 13’-6”, as listed below: (See sheet A-110 to A-130) Bldg. 17: 12’-11” > min. 0’ requirement Bldg. 18: 10’-3” > min. 0’ requirement Bldg. 24:13’-6” > min. 0’ requirement Interior Side Setback Adjacent to Single-Family residential applies to the north edge of the site, for Bldg. 1, 10, 11, 17 and trash enclosure. (MGSP Residential. Min. 10 feet required). Setbacks are proposed as below: Bldg. 1: 38’ > min. 10’ requirement Bldg. 10: 38’ > min.10’ requirement Bldg. 11:38’ > min. 10’ requirement Bldg. 17:28’-5” > min. 10’ requirement Trash Enclosure: 6’ < min. 10’ requirement All 4 buildings comply with setback

						requirements. The rash enclosure does not comply with setback requirements. A waiver is requested. Transitions to Single-Family Residential Neighborhoods: The project complies with MGSP 4.1.3A and ODS 3.9.1. See Sheet A-300, A-450, and A-480 for compliance with daylight plane requirements. Setback Along Freeway Edge applies to the west edges of the site, for Bldg. 1, 2, 6, 8, 9, 20, 23, and 24. (MGSP 4.1.3 B requires a minimum setback of 60 feet) Proposed setbacks from Freeway: Bldg. 1: 106’-5” > min. 60’ requirement Bldg. 2: 99’-2” > min.60’ requirement Bldg. 6:102’-5”> min. 60’ requirement Bldg. 8:136’-4” > min. 60’ requirement Bldg. 9:121’-1” > min. 60’ requirement Bldg. 20:139’-9” > min. 60’ requirement Bldg. 23:144’ > min. 60’ requirement Bldg. 24:139’ > min. 60’ requirement Sheet A-110 to A-130 shows setbacks of over 100 feet from the edge of freeway to proposed buildings, well exceeding the 60 feet minimum.
3.7.3 Active Frontage Design & Public Realm Improvements	●			A-100, A-110		Compliant. Ground floor residential unit entries are oriented towards the publicly accessible pathway. Provided open spaces are consistent with Figure 3-6.
3.9 Open Space Standards	●			L7.01		Compliant. Requirements have been noted as shown on L7.01 and L7.11.
3.9.1 Minimum Open Space	●			L7.01		Compliant. The project meets the requirements on MGSP table 3.8 as shown on the table included on sheet L7.01. L7.01 shows the locations of the qualifying open spaces. A table noting the requirements and how the project meets them is included on this sheet. L7.11 has enlargements of the 3 common open space areas used to meet the requirements. This sheet includes the dimensions for the areas and information about the amenities included. All common open space is publicly accessible; meeting min. 5% of the open space shall be publicly accessible. Common Open Space 9,974 SF / (Common Open Space 9,974 SF+ Private Balconies 2,154 SF + Private Terraces 12,498 SF) = 9,974 / 24,626 = 40.5%.
3.9.2 Common Outdoor Open Space	●			L7 series L5.01 and L5.02.		Compliant. The plans and tables on sheets in the L7 series show the open space size requirements. L7.11 has enlargements of the 3 common open space areas used to meet the requirements. This sheet includes the dimensions for the areas and information about the amenities included. A total of 9,974 square feet of common open space is provided, exceeding the minimum requirement of 8,040 square feet. Additionally, 13,967 square feet of private open space is provided through terraces and balconies, exceeding the minimum requirement of 5,360 square feet. The plans show the planting requirements have been met. The lighting requirements are met as shown on the L7 series and the lighting and photometric sheets L5.01 and L5.02. The open space areas are open to the sky and include the items noted in 3.9.3.8.
3.9.3 Private Open Space	●			L7.01 L7.11 A-200 to A-260		Compliant. The amount of private open space is met as shown on the table on L7.01. See Sheets A-200 to A-260. Private porches and upper decks are labeled with dimensions and square footage. All private open spaces meet the minimum dimensional requirements as shown (min.5 feet in all directions)
3.10 Parking Standards 3.10.1 Parking Ratios	●			G-001 G-002 G-005		The project is not within one-half mile of a VTA light station. The proposed number of parking spaces and parking ratio meet the MGSP Table 3-9 requirements. Plan Review Manager, Betty Chan, confirmed in her email dated October 14, 2025, that the latest parking types and quantities meet the requirements. A total of 268 resident parking spaces will be provided through private garages. A total of 60 guest parking spaces are provided outdoors. The vehicular parking summary tables on Sheet G-002 have been updated with all the requested information, including min. stall dimensions, EV, accessible, tandem or side-by-side...etc. No compact stalls are proposed. No SDB ratio/parking reduction is applied at this time. All outdoor guest parking spaces are designated for guest use and are shown on the G-005 site plan. Stall types, typical dimensions, EV spaces, private garage size, and accessible parking spaces are labeled on the plans.
3.10.2 Shared Parking			●	N/A		No shared parking is proposed.

3.10.3 Unbundled Parking			●	N/A		Resident parking spaces for the project are provided within the private garage of each unit. All outdoor parking spaces are guest parking, unassigned.
3.10.4 Parking Location and Access	●	● See Waiver #11 under the CZO				- Not applicable. The project is not located within the Crossroads or Main Street districts. - Compliant. On-site parking spaces are accessed through the alleys. - Not applicable. The project is not located within 50 feet of existing street parking. - Noted. - Compliant with exception. The project complies with the applicable requirements of the CZO, except for Section C.6.080.D – Size and Dimensions of Parking Spaces (parallel parking spaces). A waiver has been requested.
3.10.5 Electric Vehicle Charging	●			G-002, G-005, A-200 to A-261		The proposed EV, EV ready, and/or EVCS are compliant and provided pursuant to the following codes: - Pursuant to CBC 1109a.2.1 private garage, exception 1 applied to the project. Project complies. - Pursuant to MMC chapter 19 - 4.106.4.1 one-and two-family dwellings and town-houses with attached private garages. The 1st stall is Level 2 EV Ready. The 2nd stall is Level 1 EV Ready. Project complies. - pursuant to MMC chapter 19 - section 4.106.4.2.1 - 25% of spaces with EVCS level 2 EV ready. 75% of spaces with low power level 2 EV ready. Project complies. - Pursuant to CBC 1109a.5 unassigned and visitor accessible parking spaces & 1109a.8.6 van accessible parking space requirements. Project complies. - Required resident and visitor parking ratio are based on MGSP. Project complies. - Parking provided in garage of the TH1 unit type are tandem parking spaces. Other unit types (TH2 & TH3) are side-by-side parking in garage. The parking numbers provided were also confirmed by city staff on 10/14/2025 via email. See Sheet G-002 for EV parking breakdown and Sheet G-005 for locations. All parking spaces comply with City Reach Code (MMC Ch 19) mandates: each private 2-car garage includes one Level 2 EV Ready stall and one Level 1 EV Ready stall. For outdoor guest parking spaces, 25% of stalls will be EVCS with Level 2 infrastructure, and 75% will be Low Power Level 2 EV Ready.
3.10.6 Bicycle Parking	●			G-002 , L1.01, A-200 to A-261 L6.02		Per MGSP, 0.5 spaces are required per unit for residential bike parking. The project requires 68 bike parking spaces. Total 134 long-term bike parking spaces are provided. One bike parking space is provided in the private garage of each unit. See Sheets A-200 to A-261. of the building plans for bike parking stall locations. Per CZO Table C.6.100, 15% of required bike parking spaces shall be short-term spaces. The project requires 11 short-term bike spaces. (68 x 15% = rounded up to 11). Total 12 short-term outdoor bike spaces (bike racks) are provided on the site for the project. See L1.01 for bike rack locations. See L6.02 for bike rack.
4.1.1.A Block Size Standards	●			G-008		Compliant. All blocks’ perimeters are under 1,400 feet. All blocks’ lengths are under 400 feet. New Streets and connections aligned with Mobility Framework.
4.1.2.A Building Siting and Orientation	●			A-100.		All building unit entries are facing publicly accessible pathways and common open spaces.
4.1.2.B Building Encroachment			●	N/A A-100.		Not applicable. Project does not have setback encroachments for the design feature of Table 4-1.
4.1.3.A Transitions to Single-Family Residential Neighborhoods	●			A-300, A-110 to A-130		Compliant. Daylight plane: The project complies with MGSP 4.1.3A and ODS 3.9.1. as shown on Sheet A-300
4.1.3.B Adjacent to Freeways		●		A-100 to A-130 L1.01, L2.01	Waiver #4 is requested. See State Density Bonus Letter (for double rows of trees requirement)	The setback is compliant. MGSP 4.1.3 B requires a minimum setback of 60 feet from the edge of freeway right-of-way. Sheet A-100 to A-130 show setbacks of over 100 feet from the edge of freeway to proposed buildings, well exceeding the 60 feet minimum. Project complies with setback. The double rows of trees cannot be planted due to the overhead powerline easement. A waiver is requested.
4.1.3.C Adjacent to Railroad Lines			●	N/A G-001, A-100.		Not applicable. Project is not adjacent to railroad lines.
4.1.3.D Adjacent to Creeks and Channels			●	N/A G-001, A-100.		Not applicable. Project is not adjacent to creeks and channels.
4.1.4.A Service and Parking Entries			●	N/A G-001, A-100.		Not applicable. Site does not face main public street with building. All street access to buildings are provided through private streets.
4.1.4.B Surface Parking Lots			●	N/A		Not applicable. Site does not provide surface parking lots.
4.1.4.C Parking Structures			●	N/A		Not applicable. Site does not provide parking structures.
4.1.5.A Service and Utility Areas	●			TM-1.0 to TM-7.5		Compliant. Utilities will be meeting city’s flood plan management construction standards. Rooftop AC unit is screened by the mansard roof. At-grade AC unit is screened by decorated fence.

						Underground transformers are not allowed per PG & E, compliant with MGSP 4.1.5.A.1.
						Compliant. Transformers are screened per the requirement where possible without impeding access.
4.2.1.A Building Massing and Form			●	N/A A-100, A-400 to A-470.		No building at street intersections with traffic signals and at community or district gateway sites. No building is taller than 5 stories
4.2.2.A General Standards			●	N/A G-001, A-100.		Not applicable. Project is not fronting a continue public right of way. However, the project does provide units and common open space facing the cul-de-sac.
4.2.2.B Façade Composition			●	N/A A-100, A-400 – A-470.		Not applicable. Project is not fronting a continue public right of way. However, the project does provide variations in building modulation, articulation and fenestration.
4.2.3.A Building Entries and Doors	●			G-005, A-100, A-200 – A-270, A-400 – A-470.		Building entries of Buildings 16, 18, 22, and 24 are located at corners of the building, face and connect with a publicly accessible pedestrian path. All other buildings are N/A, as they are not located along the public right-of-way.
4.2.4.A Windows and Glazing	●			A--500.		Compliant. Project is proposing operable vinyl windows.
4.2.4.B Bird Safety	●			A--500.		Compliant. Project is proposing operable vinyl windows with low reflectivity.
4.2.5.A Building Materials and Colors	●			A-500.		Building materials are provided on Sheet A-500
4.2.6.A Roof Standards			●	N/A A-200 – A270		Not Applicable. Common open spaces are not provided through rooftops.
4.3.1.A Design of Ground-floor Residential	●			A-100, A-200 – A-270.		Project proposes terraces at entries that meet the requirements.
4.3.2.A Design of Commercial Shopfronts and Corners			●	N/A		Not Applicable. Project does not provide commercials on ground floor.
4.3.2.B Guideline			●	N/A		Not Applicable. Project does not provide commercials on ground floor.
4.3.3.A Outdoor Dining General Standards			●	N/A		Not Applicable. Project does not provide outdoor dining on ground floor.
4.3.3.B Sidewalk Outdoor Dining			●	N/A		Not Applicable. Project does not provide outdoor dining on ground floor.
4.3.3.C Parklets			●	N/A		Not Applicable. Project does not provide outdoor dining on ground floor.
4.3.4.A Street Trees	●			L2.01		Compliant. Street trees specified for the Cul-de-sac on L2.01.
4.3.5.A Lighting	●			L5.01, L5.02, L5.03		Compliant. Lighting has been included on sheet L5.01
4.3.5.B Signage			●	N/A		N/A. No business and/or retail have been proposed for the Project.
4.3.5.C Guidelines	●			L5.01, L5.02, L5.03		The color of the lights will be compatible with the building colors.
5.1 Mobility Framework						Project complies with mobility framework in Figure 5.1
5.2 Street Activity Zones	●			sheet L1.01.		The project provides landscape between building entries and pedestrian walkway as semi-public/public transition. See sheet L1.01.
5.3 Street Design	●			TM-3.1, TM-4.3, A-100, G-005		5.3.9 Future Residential Alleys applicable to the project.
5.3.8 Future Residential Streets	●			TM-4.2 A-100.		Per discussion with city, a segment of new sidewalk will be added in front of the vacant lot on Valley Way as off-site improvement.
5.3.9 Future Service Alleys		●		G-005, A-100, A-300, TM-2.3, TM-3.1, TM- 4.3 SDB letter	Waiver #5 is requested. See State Density Bonus Letter	The project proposes a private alley with 26-foot two-way ROW / EVA lane. Additional minimum 4-foot setbacks are provided on both sides of alley for garage aprons and landscape planting areas. The total width of the private alley is 34 feet, consisting of the 26-foot ROW and 4-foot setbacks on both sides. Plantings are interspersed between garage entries, and alternatively pedestrian walkways are connected throughout the site via unit front entries, creating a safer and more comfortable pedestrian environment. Meeting MGSP Figure 5-14 standards would require a 35-foot-wide alley (25-foot ROW with 5-foot setbacks on both sides), resulting in the loss of approximately 48 units and reduced project density. A waiver is requested.
5.3.10 Future Paseo			●	N/A		No “paseo” has been proposed or designated to the project.
5.6 Pedestrian Network			●	N/A		No pedestrian intersection improvements and/or new signalized intersection are required for the project per MGSP figure 5-17.
5.8 Parking	●			G-002		Acknowledged district-wide parking policy and standards. Table 3-9 parking ratio standards are met as shown on G-002 and were also confirmed by the City on 10/14/2025 via email. No future public parking area applied to the project per Figure 5-1.
6.3.4 Privately-Owned, Public Open Spaces			●	N/A		Project does not include any privately-owned, publicly accessible open spaces (POPOS).
6.5.1 Street Lights and Banners	●			L5.02, L5.03		Compliant. Sheets L5.01 and L5.02 show a family of compliant LED lights meeting the requirements in this section.
6.5.3 Street Landscaping	●			L1.01, L2.01, L2.02		Compliant. The streetscape areas use the trees and planting from the list noted in this section. Additional plant species are included in other areas based on requirements for treatment areas, specific site conditions and to meet requirements from the objective design standards.

6.5.4 Hardscape Material Palette	●			L1.01		Compliant. The pedestrian paving areas are consistent with the materials noted in this section as shown on L1.01.All roadways are AC pavement.
7.1.2. Recommended Stormwater Infrastructure Improvements (#1-8)						Acknowledged the recommendation.
7.2 Flood Protection	●			TM-2.1 Existing Conditions TM-5.1 Preliminary Grading		All buildings meet the minimum freeboard above the 100-year based flood elevation. Kier + Wright (civil) has reviewed all subsections to Section 7.2. A. Plans meet Section 7.2.A Small portion of the project is in Flood Zone AE, which is shown on the Existing Conditions Sheet. Shading has been added to the existing conditions plan to show the hazardous flood zone area. TM-2.1. see below. All areas inside the yellow line is outside the flood zone. The BFE elevation is 18.0-19.0. All buildings FF elevations are set to be a minimum of 1-foot above the BFE and all electrical facilities are above the BFE. See grading plan TM-5.1 and Utility Sheet TM-6.1.
7.6.1 Electricity and Gas	●			TM-6.1		All power shall be within the joint trench as shown on the utility sheet and shall meet all of the required agency standards. Gas is not proposed for this development. The project complies with Milpitas Reach Code for All-Electric Building and EV Parking requirements. The project will be PV ready in compliance with Title 24.
7.6.3 Energy and Technology Standards	●			TM-6.1		All new facilities shall be undergrounded (transformer is above-grade). It is assumed public broadband facilities are available in the area. There are no new businesses and therefore no fiber-optic connections needed. PG&E will not allow the overhead transmission lines, along the southerly property line, to be undergrounded.

TABLE-2
Milpitas Residential and Mixed-Use Objective Design Standards Compliance

Standard	Meet Standard	Does Not Meet Standard	Not Applicable	Drawing Reference	Waiver or Concession	Notes
1.1.3 Additional Documents	●			See Table 1 and 3 on Sheet G-006		The project is also governed by Comprehensive Zoning Ordinance (adopted September 2, 2025) and Gateway-Main Street Specific Plan (adopted on October 28, 2025).
1.3 Applicability	●			G-001		The project is a multi-family project with total 134 units, including 24 new three-story townhome buildings and one one-story clubhouse.
2.1.1. Maximum Block Length	●			G-008		Compliant. Block length and perimeter meet the standards.
2.2.1 Mid-block Connections	●			A-100, L1,01		Comply with the standard.
2.2.2 Minimum Building Setbacks for private streets and publicly accessible pedestrian pathways			●	G-005		Not applicable. No primary building frontages face publicly accessible pedestrian pathways.
2.2.3 Paseo/ Pedestrian Path			●	A-110, A-400 to A470.		The proposed 8-foot-wide publicly accessible pedestrian pathway meets the standard). The building-to-building width meets the minimum requirement of 20 feet (see Sheet A-110. No adjacent buildings exceed 35 feet in height, in accordance with ODS Section 2.2.3 (see building elevations). The project does not include a shared street/woonerf. Alley dimensions are governed by MGSP standards.
2.2.4 Shared Street/ Woonerf			●	N/A		Not Applicable. The project does not include a shared street/woonerf.
2.2.5 Private Street			●	N/A		Not Applicable. Alley dimensions are governed by MGSP standards.
2.3.1 Required Publicly Accessible Open Spaces			●	L7.01		Not applicable. Project is not a Large Sites/Master Planned project.
2.3.2 Minimum Design Requirements			●	A-100, L1.01		Not applicable. Project is not a Large Sites/Master Planned project.
2.4.1 Mail Delivery	●			L1.01		Comply with the standard. Mailboxes are provided along publicly accessible spaces in front of building clusters.
3.1 Effective Sidewalk Width			●	TM-4.1		A 10-foot sidewalk is proposed at the Valley Way cul-de-sac, as approved per direction from the City Public Works Department.
3.2.1 Building Frontages	●			A-100		Compliant. Individual unit entries face publicly accessible pathways.
3.2.2 Pedestrian Connection	●			L1.01, A-100		Compliant. Publicly accessible pathways are provided at 4 feet.
3.2.3 Building Setback/ Building-to-Zone			●	G-006, A-100 to A-140.		This standard is superseded by the provisions of the MGSP. See MGSP compliance matrix on Sheet G-006.
3.3.1 Landscaping	●			L1.01, A-100 to A-140		Min. 40% planted requirement: Compliant. 59% of the front setback area are planted. No trees are required, as the proposed front setback is less than 15 feet.
3.3.2 Encroachments	●			A-100 to A-140		Project meets the standard. The proposed trellises and roof eaves (18" depth) comply with the allowed setback

						encroachment standards per CZO Table C.2.130-A. See Sheet A-310 for building sections, and Sheets A-200 and A-400 series for specific details and dimensions.
3.4.1.1 Active Frontages Types	●			A-100 to A-140, A-200 – A-270.		Compliant. Ground floor residential units with individual unit entries are provided.
3.4.1.2 Active Frontages Requirements	●			A-100 to A-140, A-200 – A-270.		Compliant. The building façades, with individual unit entries, face publicly accessible pathways.
3.4.1.3 Minimum Depth of Active Uses	●			A-100 to A-140, A-200 – A-270.		Compliant. Ground floor residential units have a depth greater than 16 feet.
3.4.1.4 Finished Floor Heights of Active Uses	●			TM-5.1, A-300, A-301		Compliant. Residential unit entries are proposed to be above grade at back of pathway.
3.4.1.5 Variable Finished Floor Heights			●	N/A TM-5.1		Not applicable. Project is designed to meet city’s floodplain management ordinance.
3.4.1.6 Floor-to-Floor Heights of Active Uses			●	N/A		Not applicable. The project does not include commercial spaces, ground-floor offices, or live/work units.
3.5.1.1 Vehicular Access Hierarchy	●			G-005		Compliant. Project provides parking and service area access from proposed alleys.
3.5.1.2 Driveway and Curb Cuts	●			G-005, TM-8.1		Compliant (Sheets G-005, TM-8.1). The Valley Way cul-de-sac frontage is approximately 265 feet, with three curb cuts provided for emergency vehicle access, allowed as an exception per ODS 3.5.1.2. The traffic report confirms that the design is feasible and poses no safety issues. Driveways are located more than 3 feet from adjoining parcels.
3.5.1.3 Limitation on Parking and Loading Frontage			●	N/A		Not applicable. The project does not include off-street parking or off-street vehicle loading.
3.5.1.4 Screening for Structured Parking			●	N/A		Not applicable. The project does not include parking structure.
3.6.1.1 Bay Friendly Planting and Water Conservation	●			L2.01 and L2.02		Compliant. Planting information is noted on sheets L2.01 and L2.02.
3.6.2 Non-Plant Materials, Soil and Mulch	●			L2.01 and L2.02		Compliant. The project proposes planting in all landscaped areas with a 3-inch layer of mulch.
3.6.3.1 Parking Lot Landscaping			●	N/A		No off-street parking or parking lots are proposed for the project.
3.6.4 Plant Size and Spacing	●			L2.01 and L2.02		Compliant. Notes have been added to the plans to confirm the plant sizes will be compliant with the size requirements. Tree spacing at the cul-de-sac meets the requirement.
3.7.1 Service Areas, Storage, Utilities and Equipment	●			TM-6.1, A-310		Transformers are proposed at grade, as undergrounding of utilities is prohibited by the utility provider, PG&E. Air-conditioning condensers are located on the rooftops and are screened by the mansard roof.
3.7.2 Waste Removal	●			A-100 to A-140, A-280, A-480, TR-1 to TR-3		The project proposes a concierge service to transport waste from each unit to the trash enclosure. A pathway for tenants to access the trash enclosure is not required. The design of the trash enclosure and the materials used meet the applicable standards.
3.8.1 Nuisance Prevention	●			L5.01, L5.02, L5.03		The lights are positioned and specified to meet the requirements.
3.8.2 Maximum Height	●			L5.01, L5.02, L5.03		No lights are specified to exceed 16’ tall.
3.8.3 Fixture Types	●			L5.01, L5.02, L5.03		All site lighting specified as cut off or full cut off.
3.8.4 Minimum Lighting Requirements	●			L5.01, L5.02, L5.03		Preliminary photometrics have been included in the set. The site lighting will be designed to meet the requirements.
3.8.5 Design of Fixtures	●			L5.01, L5.02, L5.03		The lighting will be designed and specified to meet the requirements.
3.8.6 Energy Efficiency	●			L5.01, L5.02, L5.03		The lighting specified meets the requirements.
3.9.1 Adjacent to Lower Density Development	●			A-110 to A-140, A-400 to A-460, A-300, A-480		The north side of the project site shares a property line with an R1-6 residential zone, which requires a minimum rear setback of 25 feet. The proposed setbacks on the north side for buildings greater than two stories range from 26'-5" to 37'-0", exceeding the 25-foot minimum requirement (see Sheets A-110 to A-140). No proposed building exceeds a height of 40 feet (see Sheets A-400 to A-460). No portion of the proposed buildings encroaches into the 45-degree daylight plane (see Sheet A-300, A-450, A-480).
3.9.1.3. Planting		●		L1.01, L2.01	Waiver #6 is requested. See State Density Bonus Letter	Not Compliant: Trees will be planted along the north side of the site and meet the minimum required number. However, due to site constraints, the project does not meet the maximum 50-foot tree spacing and the minimum of three shrubs per 20 linear feet. Along the freeway side, no trees are allowed due to the existing overhead powerline easement. Denser tree planting will reduce the parking count and affect unit loss of the project. A waiver is requested.
3.9.2 Adjacent to Major Roadways			●	N/A		Not applicable. Project is not adjacent to major roadways.
3.9.3 Adjacent to Freeways	● (setback)	● (doble rows of trees)		Sheet A-100 to A-140.	Waiver #7 is requested. See State Density Bonus Lette	Compliant. Noise study report has been submitted. Soundwall will be constructed for the project. Project provides approximately 99’ to 144’ setback from the edge of the I-880 freeway to buildings. Not compliant. The double rows of trees cannot be

						planted due to the overhead powerline easement. A waiver is requested.
3.9.4 Adjacent to Railroads			●	N/A		Not applicable. Project is not adjacent to railroads.
3.9.5 Adjacent to Natural Areas/Creeks/Channels			●	N/A		Not applicable. Project is not adjacent to natural areas, creeks and channels.
4.1.1 House-like/ Multiplex			●	N/A		Not applicable. Project is not proposing house-like, multiplex building typologies.
4.1.2 Middle Housing	●			G-001		Compliant. Project is proposed as Low-Rise Multifamily (L) under Middle Housing (M)
4.1.3.1 Development Standards Table	●			A-200 to A270, A-400 to A-470.		Compliant. The project is proposed as Low-Rise Multifamily (L) under Middle Housing (M). The Open Space Standard is superseded by the Milpitas Gateway–Main Street Specific Plan (MGSP) and shall follow MGSP standards. Refer to the building plans and elevations for building width dimensions.
4.1.3.2 Façade Modulation and Articulation	●			A-400 to A-470, A-310, A-200 to A-270.		Compliant. Project is proposing modulation through a) varied roof forms; b) balconies, front porches (arcade), and overhang; c) projections/recesses that are at least one foot in depth. Project is proposing articulation through variation in c) railings with metal; d) decorative trim elements; e) Windowsill; f) roof overhangs at least 18 inches deep (see A-310).
4.1.3.3 End Units	●			A-200 to A-261, A-400 to A-470, G-009 to G-018.		End unit façades does not comply with min. 10% fenestration. However, governed and superseded by MGSP Section 4.2.2, blank walls are allowed if they do not exceed 50 feet in length. The end unit facade width is less than 50 feet. Architectural elements (the ladder access tower) comply with a minimum of 18 inches projection. No ground floor parking proposed on the primary façade or building entry facing façade.
4.1.3.4 Entries			●	N/A		Not applicable. No building entries are proposed on the side of the building
4.1.3.5 Parking + Access			●	N/A		Not Applicable. Project is not (S) and Rowhouse building types.
4.1.3.6 Open Space Quality		●		L7.01, L7.11	Waiver #8 is requested. See State Density Bonus Letter	Not compliant. Due to the irregular shape of the site, the provided publicly accessible open space does not meet a minimum of 40 feet in width. Complying with this standard would result in the loss of approximately 2,500 sf or 1 unit. A waiver is requested.
4.2 Large and Extra-Large Building Types			●	N/A		Not applicable. Project is not proposing large and extra-large building types. Project is proposed as Low-Rise Multifamily (L) under Middle Housing (M).
4.3 Façade Design (L)(XL)			●	N/A		Not applicable. Project is not proposing large and extra-large building types. Project is proposed as Low-Rise Multifamily (L) under Middle Housing (M).
5.1.1 Building Entries (M)(L)(XL)	●			A-100 to A-140, A-200 – A-270.		Compliant. Primary building entries face publicly accessible pedestrian pathways. The project proposes individual residential entries for each unit.
5.1.2.2 & 5.1.2.3 Ground Floor Facades			●	A-200 to 270, A-400 to A-470		Some façades do not meet the minimum transparency requirement; However, governed and superceded by MGSP Section 4.2.2, blank walls are allowed if they do not exceed 50 feet in length. The facade widths of where no windows proposed are less than 50 feet. All project façades without windows comply with this standard.
5.2.1 Stoop Entry			●	N/A		Not applicable. The project does not propose stoop entry as building entry.
5.2.2 Porch Entry			●	N/A		Not applicable. The project does not propose porch entry as building entry.
5.2.3 Dooryard/ Patio Entry			●	N/A		Not applicable. The project does not propose patio entry as building entry.
5.2.4 Terrace	●			A-100 to A-140, A-200 – A-270.		Not applicable. No building fronts a public space or street. Nevertheless, the project proposes arcades and trellises in front of building entries to serve as terraces and provide a transitional space.
5.2.5 Front Court			●	N/A		Not applicable. The project does not propose front court as building entry.
5.3.1 Fenestration Design		●		A-400 to A-480	Concession #1 is requested. See State Density Bonus Letter	Not compliant. The project proposes 2-inch recessed window with sill only on the pedestrian pathway facing side. Fenestration facing the alleys will be flush windows. A concession is requested.
5.4.1 Green/ Productive Roofs			●	A-140		Not applicable. All building net roof areas are less than 5,000 sf. Project is proposing mainly pitched roofs and flat roof areas for emergency fire access, HVAC systems and maintenance. See Sheet A-140.
5.5.1 Allowed Building Materials			●	N/A		Not applicable. Superseded by the Milpitas Gateway Specific Plan (MGSP), which governs the standards. Per MGSP 4.2.5, no more than three materials shall be used as exterior finish. This standard conflicts with ODS 5.5.1.
6.2.1 Publicly Accessible Open Spaces			●	N/A		Project does not include any privately-owned, publicly accessible open spaces (POPOS).
6.2.2 Common Open Space	●			L7.01		The common open space is located adjacent to the residential units and is accessible to all residents. It also meets the minimum required dimensions of 20 feet in both width and length.
6.2.3 Private Open Space	●			L7.01, A-200 to A261		Compliant. See Sheets A-200 to A-261. The minimum dimension requirement of 5 feet is per MGSP, and the minimum area requirement of 50 square feet is per ODS. Project meets both requirements.

TABLE-3
Milpitas Comprehensive Zoning Ordinance Standards Compliance

Standard	Meet Standard	Does Not Meet Standard	Not Applicable	Drawing Reference	Waiver or Concession	Notes
C.2.120 Refuse and Recycling Areas – E.6. Enclosures		●		Sheet A-100 to A-140	Waiver #9 is requested. See State Density Bonus Letter	Per CZO E.6 - Trash enclosures shall be located as far away as possible from residential zones and residential uses. Due to site constraints and the areas needed for stormwater control, there is no alternative location available for relocating the trash enclosure. A waiver is requested.
Table C.6.080-B: Maneuvering Aisle Minimum Dimensions	●			Sheet TM-4.1 to 4.2		Compliant. The proposed alleys are 26’ wide for two-way traffic.
C.6.080.D. Size and Dimensions of Parking Spaces and Maneuvering Aisles.		●		Sheet G-005, G00-2	Waiver #10 is requested. See State Density Bonus Letter	CZO standards for parallel parking spaces require a minimum of 10 feet wide and 22 feet long. The project proposes parallel parking spaces along alleys that are 9 feet wide and 20/22 feet long. A waiver is requested.



HEXAGON TRANSPORTATION CONSULTANTS, INC.

600 Valley Way Development

Transportation Operational Analysis

Prepared for:

City of Milpitas

May 7, 2026

Hexagon Transportation Consultants, Inc.

Hexagon Office: 100 Century Center Court, Suite 501

San Jose, CA 95112

Hexagon Job Number: 25SJ03

Phone: 408.971.6100

San Jose • Gilroy • Pleasanton

www.hextrans.com

Areawide Circulation Plans Corridor Studies Pavement Delineation Plans Traffic Handling Plans Impact Fees Interchange Analysis Parking
Transportation Planning Traffic Calming Traffic Control Plans Traffic Simulation Traffic Impact Analysis Traffic Signal Design Travel Demand Forecasting

Table of Contents

Executive Summary	iii
1. Introduction	1
2. Existing Conditions	8
3. Local Transportation Analysis	13

Appendices

Appendix A - Counts
Appendix B - Volumes
Appendix C - LOS Analysis
Appendix D - Signal Warrant

List of Tables

Table 1	Signalized Intersection Level of Service Definitions Based on Control Delay.....	5
Table 2	Unsignalized Intersection Level of Service Definitions Based on Control Delay.....	6
Table 3	Trip Generation Estimate.....	14
Table 4	Intersection Levels of Service Summary.....	22
Table 5	Intersection Queuing Analysis	23

List of Figures

Figure 1	Site Location and Study Intersections.....	2
Figure 2	Site Plan.....	3
Figure 3	Existing Bicycle Facilities.....	10
Figure 4	Existing Transit Facilities	11
Figure 5	Trip Distribution and Assignment.....	16
Figure 6	Existing Lane Configuration	17
Figure 7	Existing Traffic Volumes	18
Figure 8	Existing Plus Project Traffic Volumes	19
Figure 9	Cumulative no Project Traffic Volumes	20
Figure 10	Cumulative Plus Project Traffic Volumes	21

Executive Summary

This report presents the results of the transportation operations analysis (TOA) conducted for the proposed residential development at 600 Valley Way in Milpitas, California. The project site is located on the cul-de-sac at the end of Valley Way, north of the intersection of Abbott Avenue and Calaveras Boulevard. The project would construct 134 townhomes on an existing office site. Access to the project site would be via three existing driveways on the cul-de-sac.

The project is located within the Milpitas Gateway-Main Street Specific Plan (MGSP) area. The MGSP was adopted while the TOA for this project was underway. Since the Specific Plan had not been approved at the time of analysis, land use forecasts and transportation improvements identified in the Specific Plan were not assumed for this study. The site circulation and access review is based on the MGSP standards.

Trip Generation

Based on trip generation rates recommended by the Institute of Transportation Engineers (ITE), it is estimated that the proposed project would generate 720 net daily trips, including 24 trips during the AM peak hour (18 fewer trips inbound and 42 additional trips outbound) and 49 trips during the PM peak hour (38 inbound and 11 outbound).

Level of Service Analysis

Under cumulative no project conditions, the CMP intersection of Abel Street and Calaveras Boulevard would operate at a substandard LOS F during both peak hours. Under cumulative plus project conditions, the increase in delay and V/C would be minor and would not result in an adverse effect at this intersection. All other study intersections would operate at acceptable levels of service.

Queuing Analysis

Currently, the eastbound left-turn pocket queue during the PM-peak hour at the intersection of Abbott Avenue and Calaveras Boulevard exceeds the storage capacity. With the project under existing and cumulative conditions, the 95th percentile queue is expected to increase by 25 feet or one car length. The existing turn pocket could be extended by cutting into the median. It is recommended that Caltrans review the storage deficiency at the Abbott Avenue and Calaveras Boulevard intersection to determine if a project monetary contribution to the existing deficiency is warranted.

Site Access and Circulation Review

The following recommendations have been made based on the site access and circulation review of the site plan:

- All three project driveways should be stop-controlled to clearly establish the right-of-way for motorists. The westbound approach entering the cul-de-sac should remain free-flowing.
- The project should ensure there be no signs, fences, or tall bushes that might block line of sight for 150 feet for the north and south driveways. Furthermore, on-street parking should be prohibited within the cul-de-sac and on the north side of Valley Way along the existing vacant parcel to prevent sight distance issues.
- The project should ensure all parking spaces and garages meet the minimum dimensions per the Comprehensive Zoning Ordinance.
- The project should demonstrate all dead-end access roads and onsite roadways are accessible for emergency vehicles and garbage collection. City staff shall determine whether the proposed design is acceptable.
- The project should coordinate any changes to the Valley Way cul-de-sac radius with the fire department.

1. Introduction

This report presents the results of the transportation operations analysis (TOA) conducted for the proposed residential development at 600 Valley Way in Milpitas, California. The project site is located on the cul-de-sac at the end of Valley Way, north of the intersection of Abbott Avenue and Calaveras Boulevard (see Figure 1). The project would construct 134 townhomes on an existing office site. Access to the project site would be via three existing driveways on the cul-de-sac (see Figure 2).

The project is located within the Milpitas Gateway-Main Street Specific Plan (MGSP) area. The MGSP was adopted while the TOA for this project was underway. Since the Specific Plan had not been approved at the time of this analysis, land use forecasts and transportation improvements identified in the Specific Plan were not assumed for this study. The site circulation and access review is based on the MGSP standards.

Transportation Operations Analysis Scope

The effects of the project were evaluated in accordance with the standards set forth by the City of Milpitas and the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP).

The TOA includes an analysis of AM and PM peak hour traffic conditions for three signalized intersections and one unsignalized intersection in the vicinity of the project site. Since the project is expected to generate fewer than 100 peak hour trips, a CMP analysis is not required. An analysis of site access, on-site circulation, and transit, bicycle, and pedestrian access is also included.

Study Intersections

1. Abbott Avenue & Calaveras Boulevard
2. Abbott Avenue & Valley Way (unsignalized)
3. Serra Way & Calaveras Boulevard
4. Abel Street & Calaveras Boulevard (CMP)

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most traffic congestion occurs on the roadways.

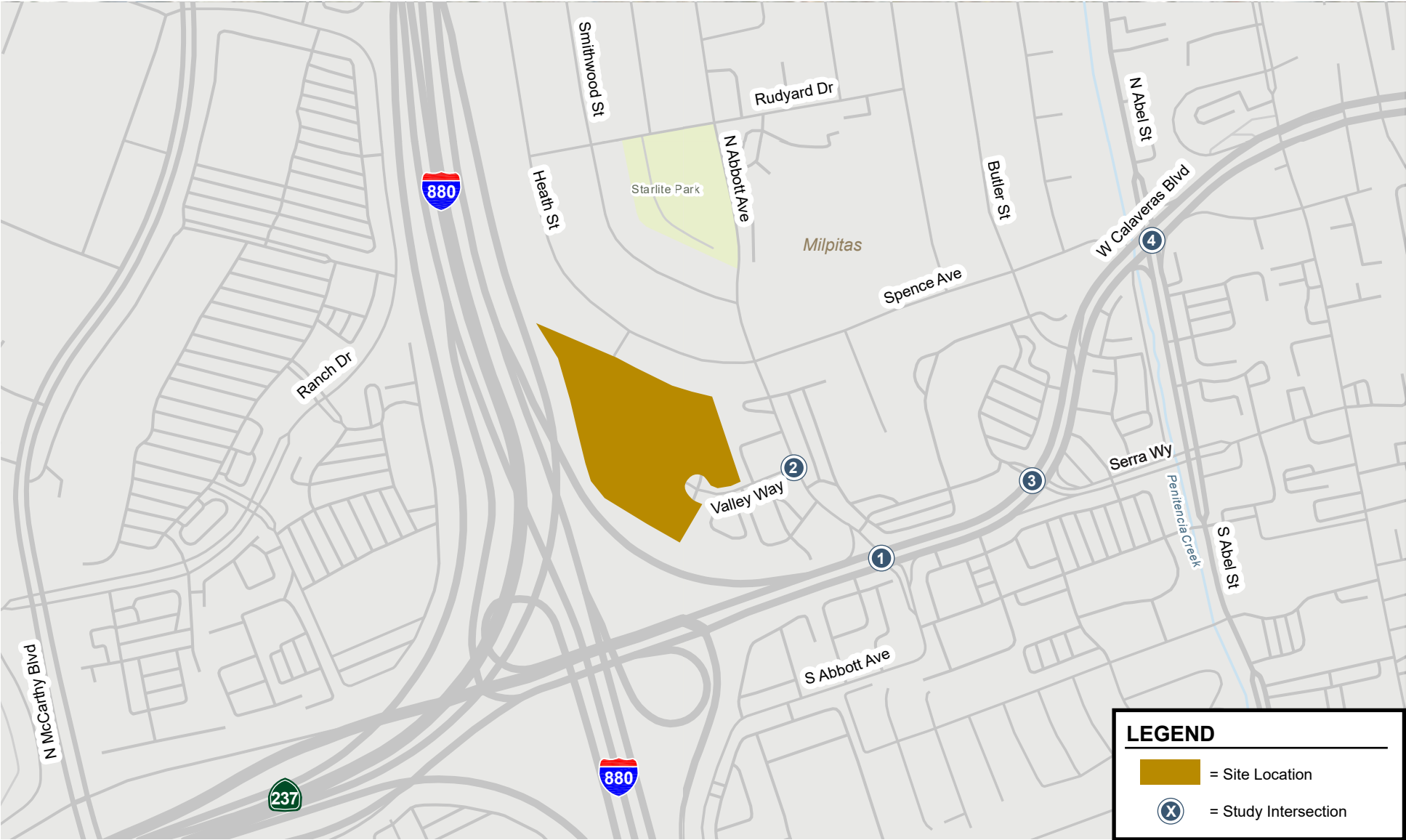


Figure 1
Site Location and Study Intersections



Figure 2
Site Plan

Traffic conditions were evaluated for the following scenarios:

- **Existing Conditions:** New traffic counts were taken at the study intersections in May and August 2025 while school was in session. The intersection of Abel Street and Calaveras Boulevard is a CMP intersection. The base traffic volumes included in the VTA CMP Intersection Report Version 2022 (SP 0-11) were used as the existing PM traffic volumes for this intersection.
- **Existing Plus Project Conditions:** Existing traffic volumes with the project were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects the project would have on the existing roadway network.
- **Cumulative Conditions:** The cumulative traffic volumes were estimated using the VTA Countywide Transportation Model for the 2050 forecast year. Modifications are proposed to State Route 237/Calaveras Boulevard between Abel Street and Milpitas Boulevard. The modifications include three continuous travel lanes in both directions in conjunction with other complete streets improvements. The roadway widening is assumed in the VTA 2050 model. However, because this project is currently not funded, City staff directed that it be excluded from the analysis. The project site is located within the proposed Milpitas Gateway-Main Street Specific Plan area. Since the Specific Plan had not been approved at the time of analysis, land use forecasts and transportation improvements identified in the Specific Plan were not assumed for this study.
- **Cumulative Plus Project Conditions:** Cumulative plus project traffic volumes were estimated by adding the trips generated by the project to the cumulative volumes forecasted by the VTA model. Cumulative plus project conditions were evaluated relative to cumulative conditions in order to determine potential project adverse effects.

Methodology

This section presents the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, existing traffic counts, and field observations. The following data were collected from these sources:

- existing peak-hour intersection turning-movement volumes
- lane configurations
- intersection signal timing and phasing

Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The various analysis methods are described below.

Signalized Intersections

The City of Milpitas evaluates level of service at signalized intersections based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The City of Milpitas level of service standard for signalized intersections is LOS D or better. Table 1 shows the level of service definitions for signalized intersections. The level of service standard for CMP signalized intersections is LOS E or better.

Unsignalized Intersections

The City of Milpitas does not have an adopted level of service standard for unsignalized intersections. The correlation between average control delay and level of service for unsignalized, stop-controlled intersections is presented in Table 2. Note that for unsignalized intersections under two-way or one-way stop control, the level of service is reported for the worst approach. Level of service analysis at unsignalized intersections is generally used to determine the need for modification in the type of intersection control (i.e., all-way stop or signalization). As part of the evaluation, traffic volumes, delays and traffic signal warrants can be evaluated to determine if the existing intersection control is appropriate.

Table 1
Signalized Intersection Level of Service Definitions Based on Control Delay

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

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000), p.10-16.

Table 2
Unsignalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p17-2.

Intersection Vehicle Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at intersections where the project would add a substantial number of trips to the left-turn movements or stop-controlled approaches. The vehicle queuing analysis is used to determine the appropriate storage lengths for the high demand turn lanes where the project would add a substantial number of trips. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

$P(x=n)$ = probability of “n” vehicles in queue per lane

n = number of vehicles in the queue per lane

λ = average # of vehicles in the queue per lane

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile number of queued vehicles for a particular left-turn movement; (2) the estimated 95th percentile number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated 95th percentile queue length is compared to the existing or planned available storage capacity for the left-turn movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles, or a queue length longer than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections is evaluated based on the delay experienced by the specific study turn movement.

Adverse Operational Effects on Nearby Intersections

Significance criteria are used to establish what constitutes an adverse effect. For this analysis, the criteria used to determine adverse effects on signalized intersections are based on the City of Milpitas' level of service standards. The project is said to create an adverse effect on traffic conditions at a signalized intersection in the City of Milpitas if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS under no project conditions to an unacceptable LOS under project conditions, or
2. The level of service at the intersection is unacceptable under no project conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four or more seconds *and* the demand-to-capacity ratio (V/C) to increase by .01 or more.

An exception to the second rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e. the change in average delay for critical movements is negative). In this case, the threshold is an increase in the critical V/C value by .01 or more.

The LOS standard for intersections in Milpitas is LOS D, except at CMP intersections, where the LOS standard is E.

Report Organization

The remainder of this report is divided into two chapters. Chapter 2 describes the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the local transportation analysis including the method by which project traffic is estimated, intersection operations analysis, site access and on-site circulation review, and project effects on bicycle, pedestrian, and transit facilities.

2. Existing Conditions

This chapter describes the existing conditions for transportation facilities in the vicinity of the site, including the roadway network, transit service, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the project site is provided via Interstate (I) 880 and State Route (SR) 237. Local access to the project site is provided via Calaveras Boulevard, Abbott Avenue, Abel Street, Serra Way, and Valley Way.

I-880 is a north/south freeway that extends from SR-17/I-280 in west San Jose to the Bay Bridge and I-80 in Oakland. In the project vicinity, I-880 has three mixed use lanes and one express lane in each direction. Access to the site is provided via its interchange with SR-237/Calaveras Boulevard.

SR 237/Calaveras Boulevard is an east–west roadway that extends from SR 82 in the west to beyond I-680 in the east. West of I-880, SR 237 functions as a freeway with two mixed-flow lanes and one express lane in each direction. East of I-880, it transitions into Calaveras Boulevard, a four- to six-lane arterial roadway. In the vicinity of the project site, Calaveras Boulevard consists of six through lanes, left-turn lanes at major intersections, and a raised center median. The corridor includes continuous sidewalks on both sides of the street, prohibits on-street parking, and does not currently provide dedicated bicycle facilities. Access to the project site is provided via Abbott Avenue

Abbott Avenue is a north–south roadway extending from San Andreas Drive in the north to Alvarez Common in the south, where it terminates in a cul-de-sac. In the vicinity of the project site, Abbott Avenue has two to four travel lanes, with on-street parking prohibited along the four-lane section. Continuous sidewalks are provided on both sides of the street north of Calaveras Boulevard, while intermittent gaps are present south of Calaveras Boulevard. No dedicated bicycle facilities are provided along Abbott Avenue. Access to the project site is provided via Valley Way.

Abel Street is a major north–south roadway located east of the project site connecting to other major roadways such as Milpitas Boulevard, Calaveras Boulevard, and Great Mall Parkway. The street runs from Milpitas Boulevard in the north paralleling Main Street for a majority of its length before terminating into Main Street south of Great Mall Parkway. Turn lanes are present at the major intersections along the corridor. In the vicinity of the project area Abel Street has two travel lanes in each direction; on-street parking is not permitted. Continuous sidewalks are present on the east side of the corridor, with intermittent sidewalks on the west side of the corridor. Class II bike lanes are present between Corning Avenue and Great Mall Parkway.

Valley Way is a two-lane east-west roadway between the project site and Abbott Avenue. On-street parking is permitted on both sides of the street. The street has sidewalks on both sides except along

the frontage of the vacant lot on the north side of the street. Valley Way provides direct access to the project site.

Existing Pedestrian and Bicycle Facilities

The bicycle facilities near the project site (see Figure 3) include striped class II bike lanes on S. Main Street roughly 0.5 miles east of the site and striped class II bike lanes on N. Abel street roughly 0.5 miles southeast of the site. Class II Bike Lanes are striped lanes on roadways reserved exclusively for bicycles.

Pedestrian facilities near the project site include sidewalks, crosswalks, and pedestrian signal heads with push buttons. Sidewalks are provided on both sides of Valley Way, except along the frontage of the adjacent vacant lot next to the project site. Abbott Avenue, just east of the site, has sidewalks on both sides north of Calaveras Boulevard, with intermittent gaps south of Calaveras Boulevard. Continuous sidewalks are also provided on both sides of Calaveras Boulevard. At Valley Way & Abbott Avenue, the intersection nearest to the project site, crosswalks are present across the south and the western legs of the intersection with a painted yield line and “Ped Xing” painted on the lanes to alert drivers of the crossing. Pedestrian signal heads and push buttons are present at the signalized intersection of Calaveras Boulevard and Abbott Avenue to cross Abbott Avenue. Pedestrians are prohibited from crossing Calaveras Boulevard at this intersection. The nearest crossing of Calaveras Boulevard is located at Serra Way, approximately 700 feet to the east.

Existing Transit Service

Existing transit service to the study area is provided by the Santa Clara Valley Transportation Authority (VTA). The bus routes nearest to the project site are VTA’s Route 47, Route 66, and Route 104 as described below and shown in Figure 4.

- VTA Route 47 runs between the Milpitas BART/ VTA Light Rail station, McCarthy Ranch Shopping Center, and Alder VTA Light Rail station on weekdays. On weekends, it runs shorter route between Milpitas BART/ VTA Light Rail station and the McCarthy Ranch Shopping Center. On weekdays, the route runs from 6:38 AM to 9:37 PM, with approximately 30-minute headways. The closest bus stop to the project site is located at Serra Way and Calaveras Boulevard, a distance of approximately 0.5 miles.
- VTA Route 104 is an express bus which runs between the Milpitas BART Station, the employment centers in north Mountain View, and the Stanford Research Park in Palo Alto. The route runs twice daily in each direction, westbound in the morning and eastbound in the evening. At the nearest stop to the project site, route 104 has westbound departures at 6:12 AM and 7:00 AM, with eastbound arrivals at 5:01 PM and 5:34 PM. The closest bus stop to the project site is located at the intersection of Main Street and Calaveras Boulevard, at a distance of approximately 0.75 miles.
- VTA Route 66 runs between North Milpitas, the Milpitas BART/ VTA Light Rail station, Downtown San Jose, and Santa Teresa VTA Light Rail station. On weekdays, the route runs from 5:16 AM to 12:06 AM, with approximately 15-minute headways. The closest bus stop to the project site is located at the intersection of Main Street and Serra Way, at a distance of approximately 0.7 miles.

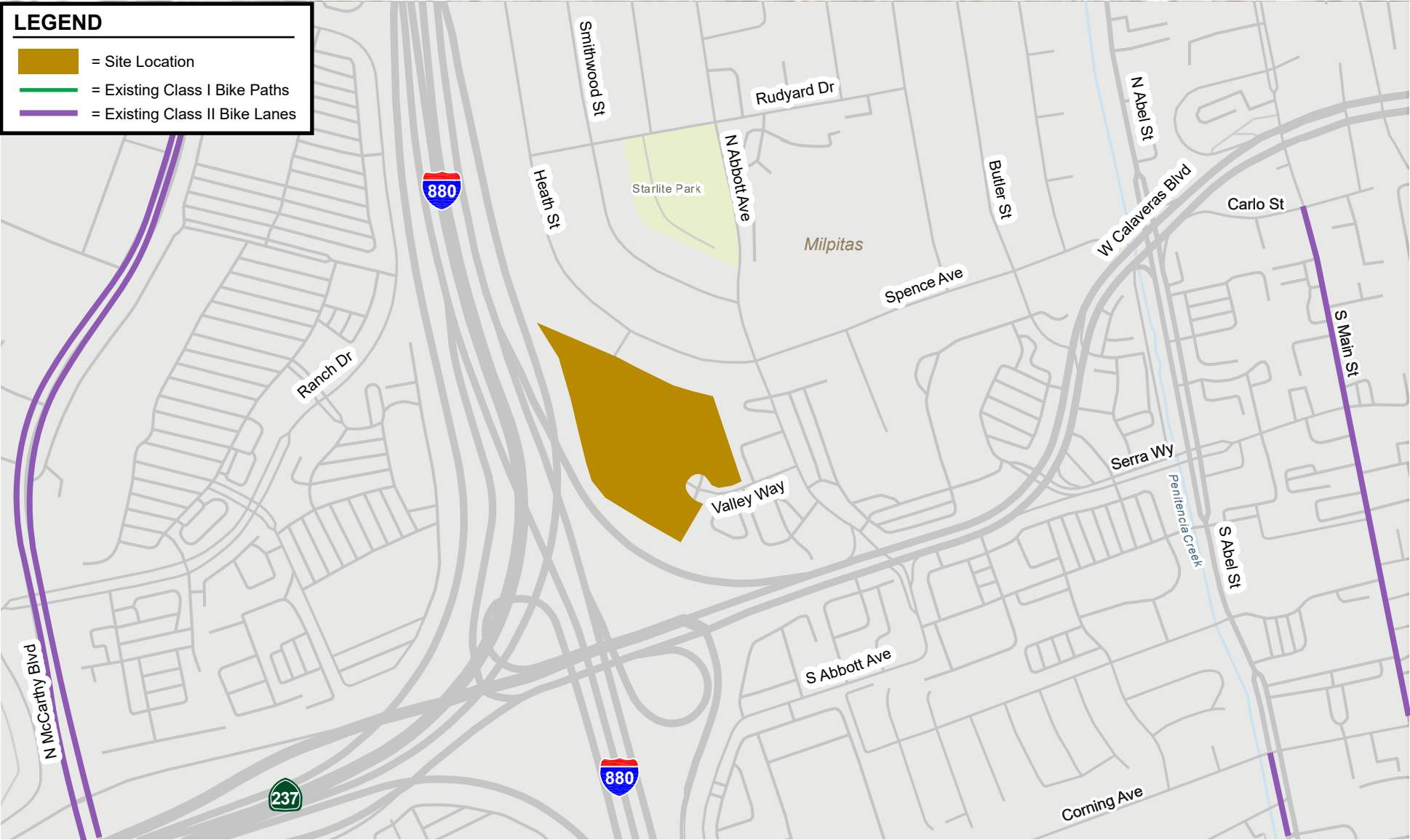


Figure 3
Existing Bicycle Facilities

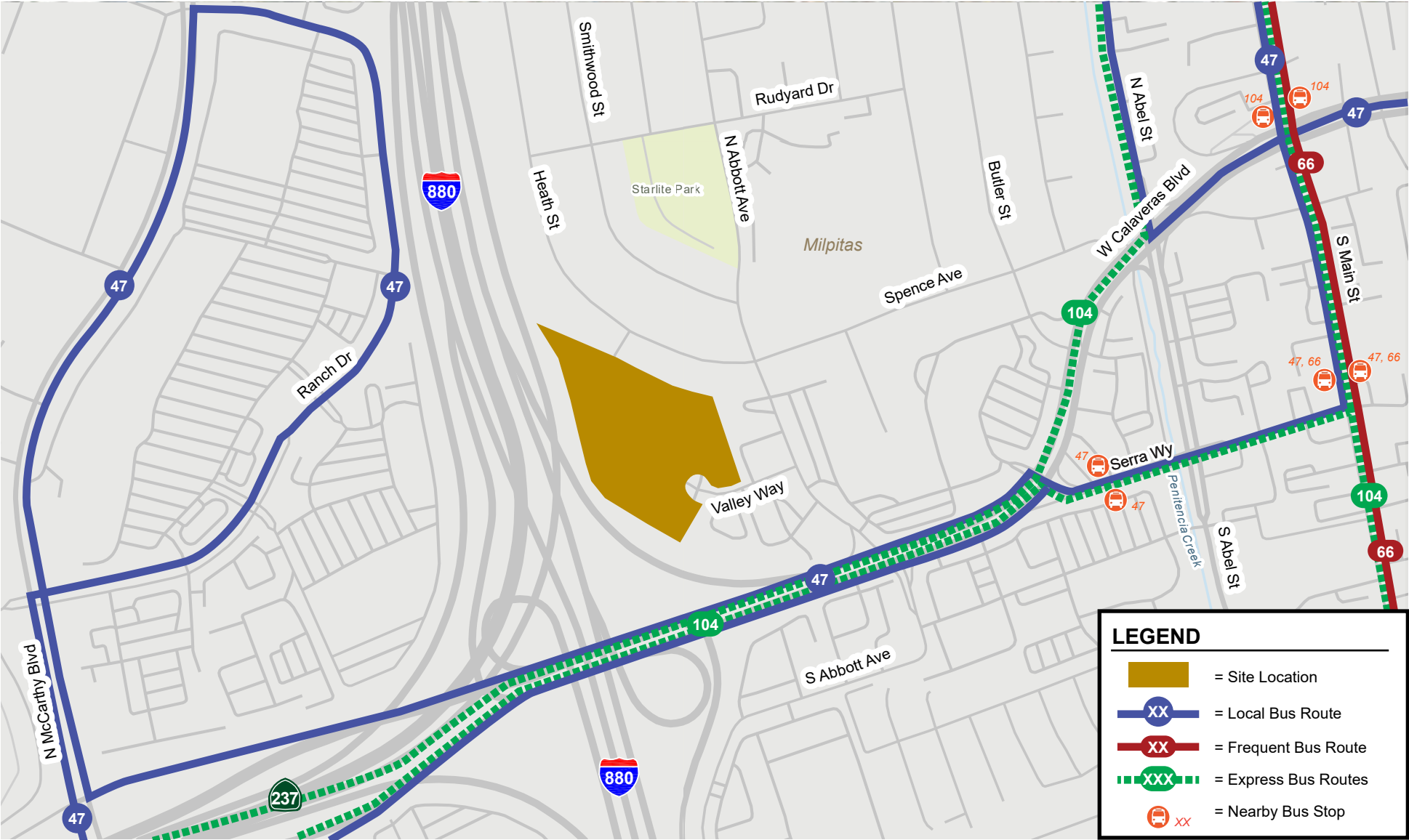


Figure 4
Existing Transit Facilities

Observed Existing Traffic Conditions

Traffic conditions in the field were observed to identify any existing operational deficiencies and to confirm the accuracy of calculated intersection levels of service at the study intersections under existing conditions. Overall, the study intersections operate adequately during the weekday AM and PM peak hours.

Abbott Avenue and Calaveras Boulevard Intersection

AM Peak Hour Observations: Westbound queues from the Calaveras Boulevard and I-880 northbound off-ramp often extended to the Calaveras Boulevard and Abbott Avenue intersection, occasionally preventing some vehicles from clearing the intersection in one cycle. Several southbound right-turning drivers disregarded the “No Right Turn on Red” restriction.

PM Peak Hour Observations: Eastbound queues from the Calaveras Boulevard and Serra Way intersection occasionally extended into the Abbott Avenue and Calaveras Boulevard intersection. The eastbound left-turn pocket at the Abbott Avenue and Calaveras Boulevard intersection frequently overflowed, blocking an eastbound through lane and at times. In addition, the eastbound through queues restricted access to the left-turn pocket.

Abbott Avenue and Valley Way Intersection

AM Peak Hour Observations: Traffic at the Abbott Avenue and Valley Way intersection flowed smoothly with little to no delay for vehicles turning from Valley Way. The southbound right-turn queue from Calaveras Boulevard extended to within 1–3 car lengths of the intersection approximately once every 15–20 minutes but did not create operational issues. Vehicles were observed to seldom yield to pedestrians at the south leg crosswalk.

PM Peak Hour Observations: Traffic generally flowed smoothly with low delay for vehicles turning from Valley Way. Eastbound left-turn traffic experienced slightly higher delays than in the AM peak hour but still minimal overall. The southbound right-turn queue from Calaveras Boulevard occasionally extended close to the intersection but did not result in operational issues under existing conditions.

Serra Way and Calaveras Boulevard Intersection

AM Peak Hour Observations: The queues from the westbound Abbott Avenue and Calaveras Boulevard intersection occasionally backed up one to two car-lengths into the Serra Way and Calaveras Boulevard Intersection. This queue cleared the intersection in the next cycle.

PM Peak Hour Observations: Queues from the eastbound Abel Street and Calaveras Boulevard intersection occasionally extended into the Serra Way and Calaveras Boulevard Intersection. This queue cleared the intersection in the next cycle.

Abel Street and Calaveras Boulevard Intersection

AM Peak Hour Observations: The southbound left-turn lane queue frequently backed up during the peak 15 minutes and often did not fully clear within a single signal phase.

PM Peak Hour Observations: The queue from the northbound right-turn lane backed up during the PM peak hour, and often did not fully clear within a single signal phase.

3. Local Transportation Analysis

This chapter describes the local transportation analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis, any adverse effects to intersection level of service caused by the project, site access and on-site circulation review, parking, and effects on bicycle, pedestrian and transit facilities.

Transportation Network under Project Conditions

The project does not propose any changes to the transportation network. For site access, the project would use the existing driveways located on the cul-de-sac of Valley Way.

Intersection Operation Analysis

The intersection operations analysis is intended to quantify the operations of intersections in the project vicinity and to identify potential negative effects due to the addition of project traffic. Information required for the intersection operations analysis related to project trip generation, trip distribution, and trip assignment are presented in this section. The study intersections are evaluated based on the intersection level of service analysis methodology and standards described in Chapter 1.

Project Trip Estimates

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

Trip Generation

Through empirical research, data have been collected that indicate the amount of traffic that can be expected to be generated by many types of land uses. The standard trip generation rates can be applied to predict the future traffic increases that would result from a new development. The standard trip generation rates come from the publication titled Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*.

Project trip generation was estimated by multiplying the size of the development by the appropriate trip generation rates obtained from the ITE *Trip Generation Manual, 11th Edition* (2021). The average trip generation rates for Single-Family Attached Housing (Land Use 215) were applied to the project.

The project would construct 134 townhomes, replacing an existing office development. Driveway counts were collected to quantify the trips associated with the existing land use which were then subtracted from the project trips to get the net trips being added to the network as a result of the residential project. These counts are provided in Appendix A. The project is estimated to generate 720 net daily trips, including 24 trips during the AM peak hour (18 fewer trips inbound and 42 additional trips outbound) and 49 trips during the PM peak hour (38 inbound and 11 outbound). The project trip generation estimates are shown in Table 3.

Table 3
Trip Generation Estimate

Land Use	Size	Daily		AM Peak Hour					PM Peak Hour				
		Rate	Trips	Rate	In %	In	Out	Total	Rate	In %	In	Out	Total
Proposed Use													
Townhouse ¹	134 units	7.20	965	0.48	25%	16	48	64	0.57	59%	45	31	76
Existing Use													
General Office ^{2,3}			245			34	6	40			7	20	27
Total	134 units		720			-18	42	24			38	11	49
Notes:													
1. Single Family Attached (Land Use 215): average trip rates in trips per unit. Source: ITE Trip Generation Manual, 11th Edition.													
2. Exsiting AM & PM peak hour office trips collected from driveway counts on 5/20/2025													
3. Office use daily trips estimated using ratio of ITE daily trips to ITE peak-hour trips.													

Trip Distribution and Assignment

The trip distribution for the project and existing uses was estimated based on existing travel patterns on the surrounding roadway network and the locations of complementary land uses (see Figure 5). The peak-hour trips generated by the proposed project and the existing use were assigned to the roadway system based on the directions of approach and departure, the roadway network connections, and the location of project driveways (see Figure 5).

Traffic Volumes and Lane Configurations

Existing conditions

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 6. Existing traffic volumes were obtained from new peak period traffic counts at the study intersections collected in May and August 2025 when school was in session. The intersection of Abel Street and Calaveras Boulevard is a CMP intersection. Therefore, the base traffic volumes included in the VTA CMP Intersection Report Version 2022 (SP 0-11) were used as the existing PM traffic volumes for this intersection. The existing peak-hour intersection volumes are shown in Figure 7. Intersection turning-movement counts conducted for this analysis are presented in Appendix A. All scenario volumes are provided in Appendix B.

Existing Plus Project Conditions

The intersection lane configurations under existing plus project conditions were assumed to be the same as under existing conditions. Project trips, as represented in the above project trip assignment, were added to existing traffic volumes to obtain existing plus project traffic volumes. The existing plus project traffic volumes are shown on Figure 8.

Cumulative No Project Conditions

The project site is located within the Milpitas Gateway-Main Street Specific Plan (MGSP) area. The MGSP plans to reconfigure Abbott Avenue from four lanes to two through lanes with a center turn lane, add a two-way Class IV protected bikeway on one side of the corridor and on-street parking on the other side, and provide an amenity zone on both sides for street trees and bike racks. The project may be required to contribute toward these improvements. The Specific Plan had not been adopted at the time of analysis, therefore its land use forecasts and transportation improvements were not assumed in this study.

For the cumulative analysis, traffic volumes were forecasted using the VTA Countywide Transportation Model for the 2050 horizon year. The VTA model includes a proposed widening of State Route 237/Calaveras Boulevard between Abel Street and Milpitas Boulevard to three continuous lanes in each direction, along with complete streets improvements. However, because this project is currently not funded, City staff directed that it be excluded from the analysis.

As a result, the intersection lane configurations under cumulative conditions were assumed to remain consistent with existing conditions. Cumulative no-project volumes are presented in Figure 9.

Cumulative Plus Project Traffic Volume

The intersection lane configurations under cumulative plus project conditions were assumed to be the same as under cumulative conditions.

Cumulative plus project traffic volumes were forecasted by adding the trips generated by the project to the cumulative volumes (see Figure 10).

Intersection Traffic Operations

Study intersections were evaluated for level of service during the AM and PM peak hours against City of Milpitas and CMP standards. Table 4 shows the results of the level of service analysis. The detailed intersection level of service calculation sheets are included in Appendix C.

Existing Conditions

The results of the analysis show that all of the study intersections operate at an acceptable level of service during both peak hours under existing conditions. Under existing plus project conditions, the intersections would continue to operate at an acceptable level of service during both peak hours.

Cumulative Conditions

Most study intersections would operate at an acceptable level of service under cumulative and cumulative plus project conditions. Under cumulative no project conditions, the CMP intersection of Abel Street and Calaveras Boulevard would operate at a substandard LOS F during both peak hours. Under cumulative plus project conditions, the increase in delay and V/C would be minor and would not result in an adverse effect at this intersection.

600 Valley Way TOA

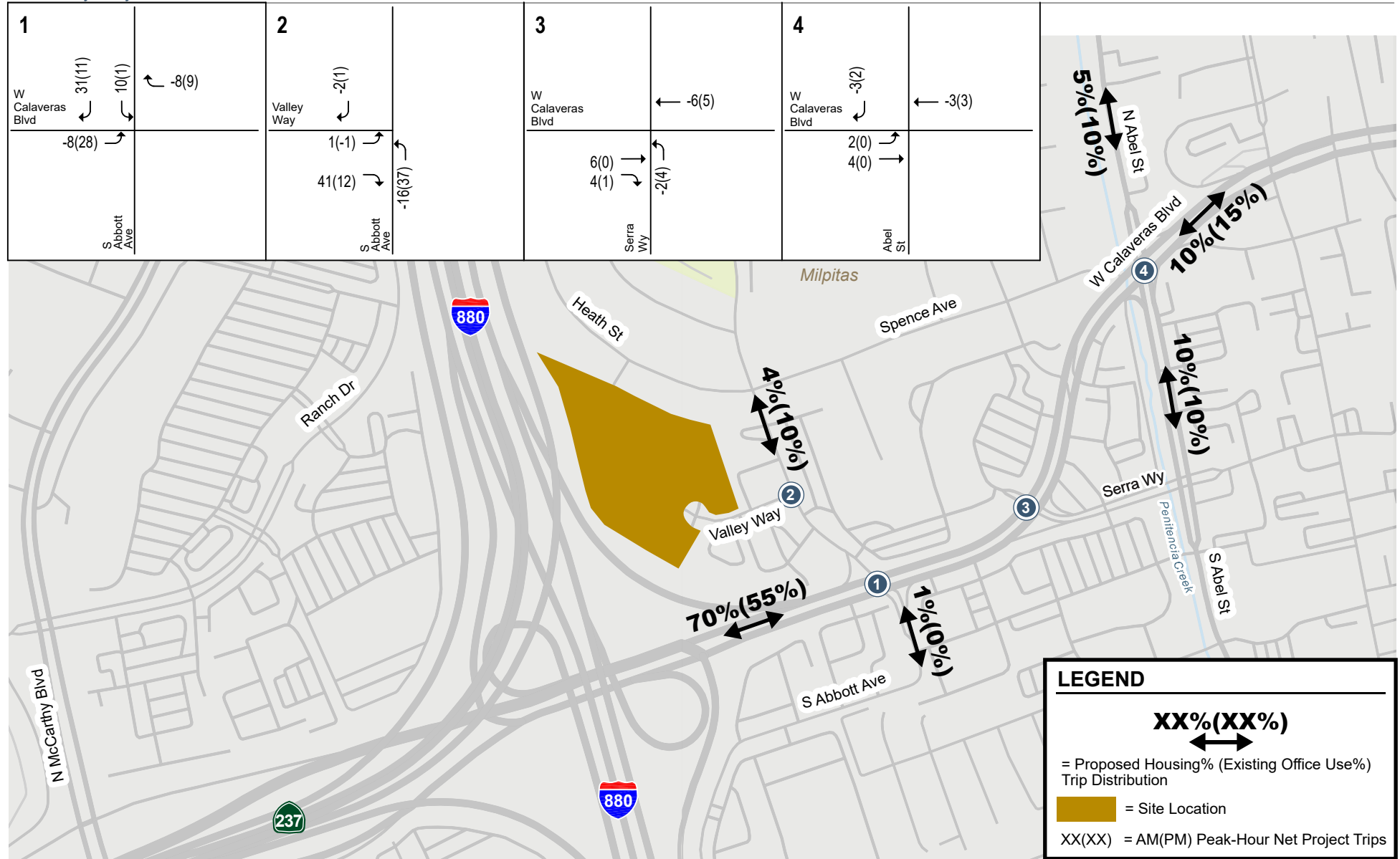


Figure 5
Trip Distribution and Assignment

600 Valley Way TOA

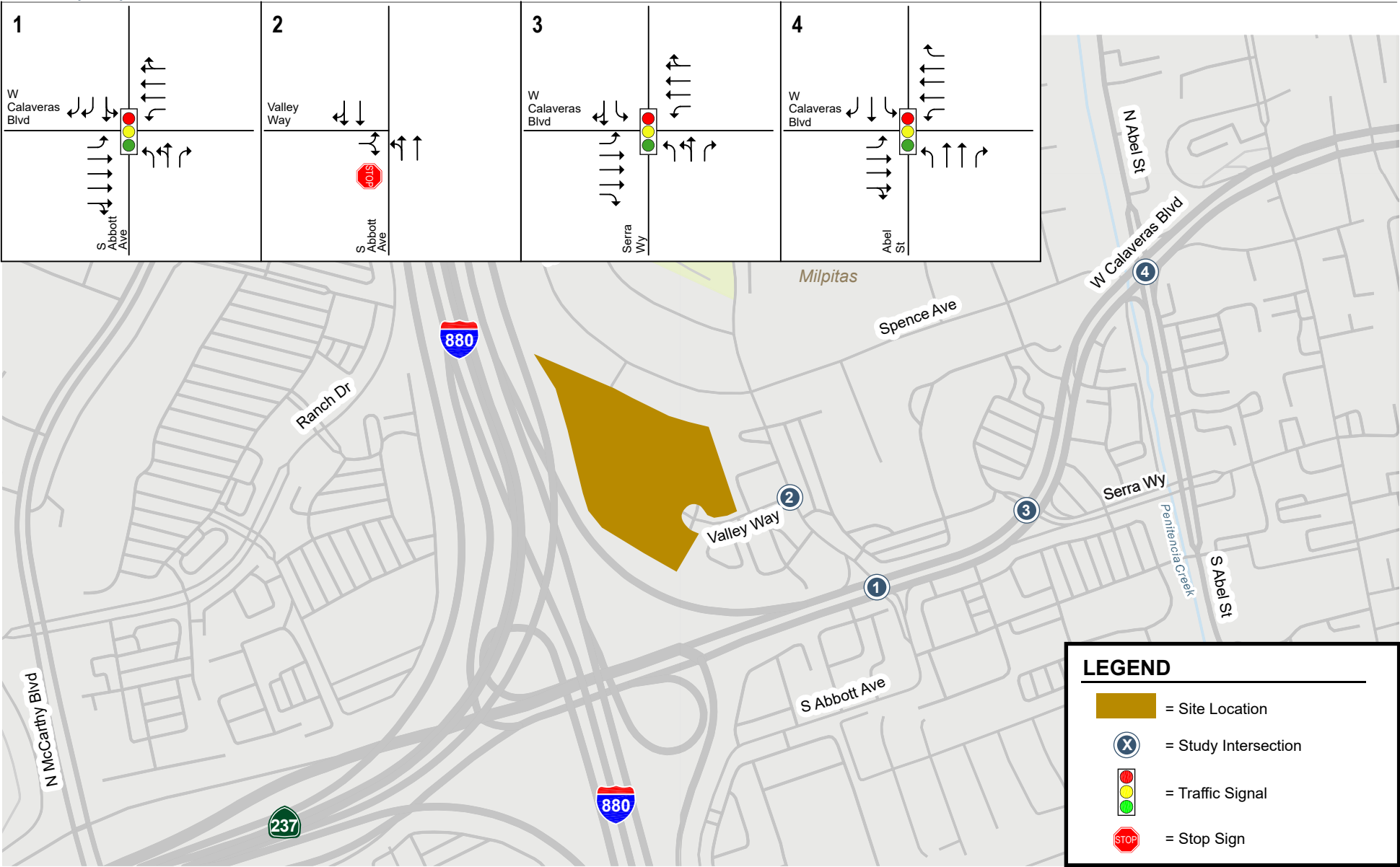


Figure 6
Existing Lane Configurations

600 Valley Way TOA

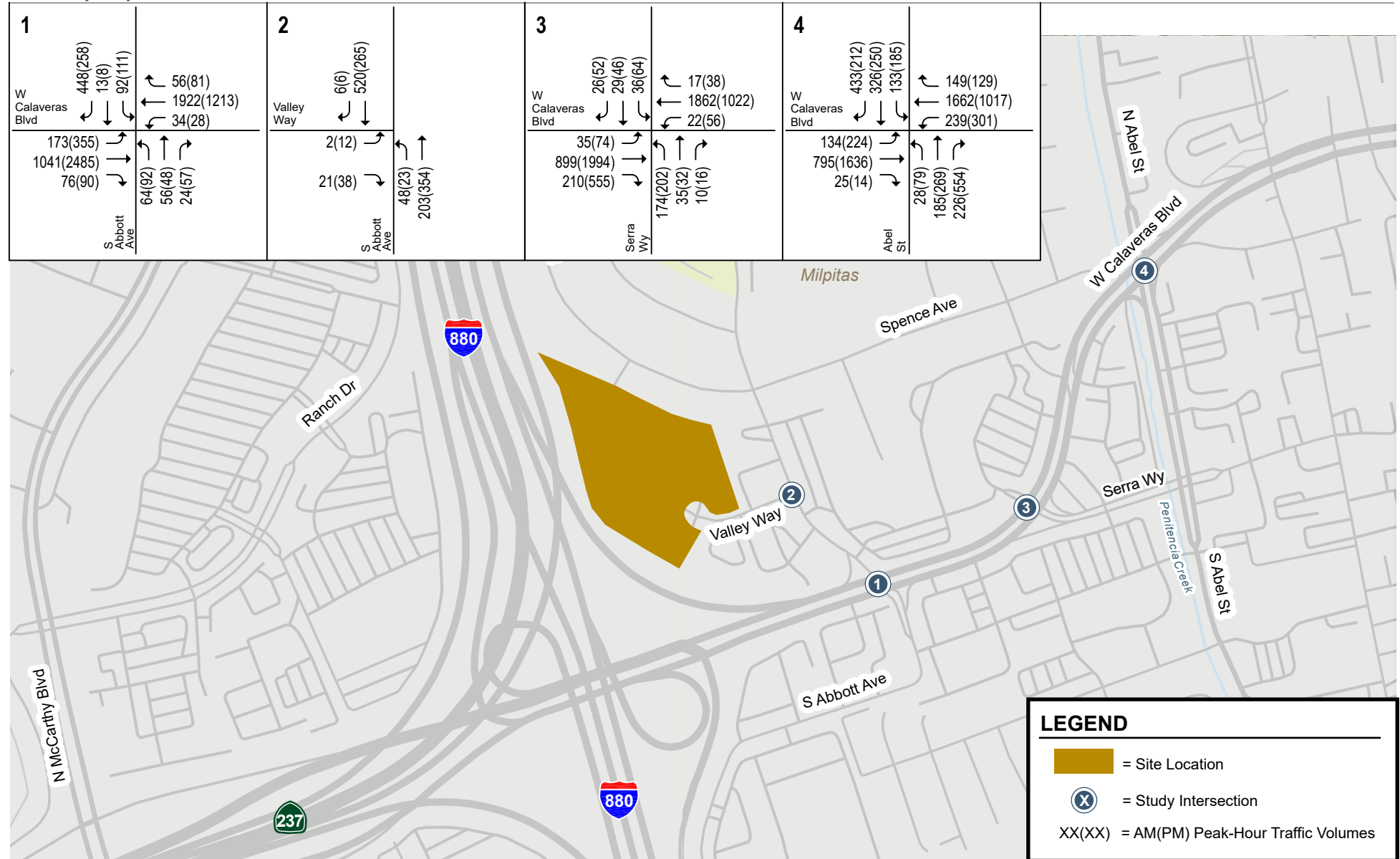


Figure 7
Existing Traffic Volumes

600 Valley Way TOA

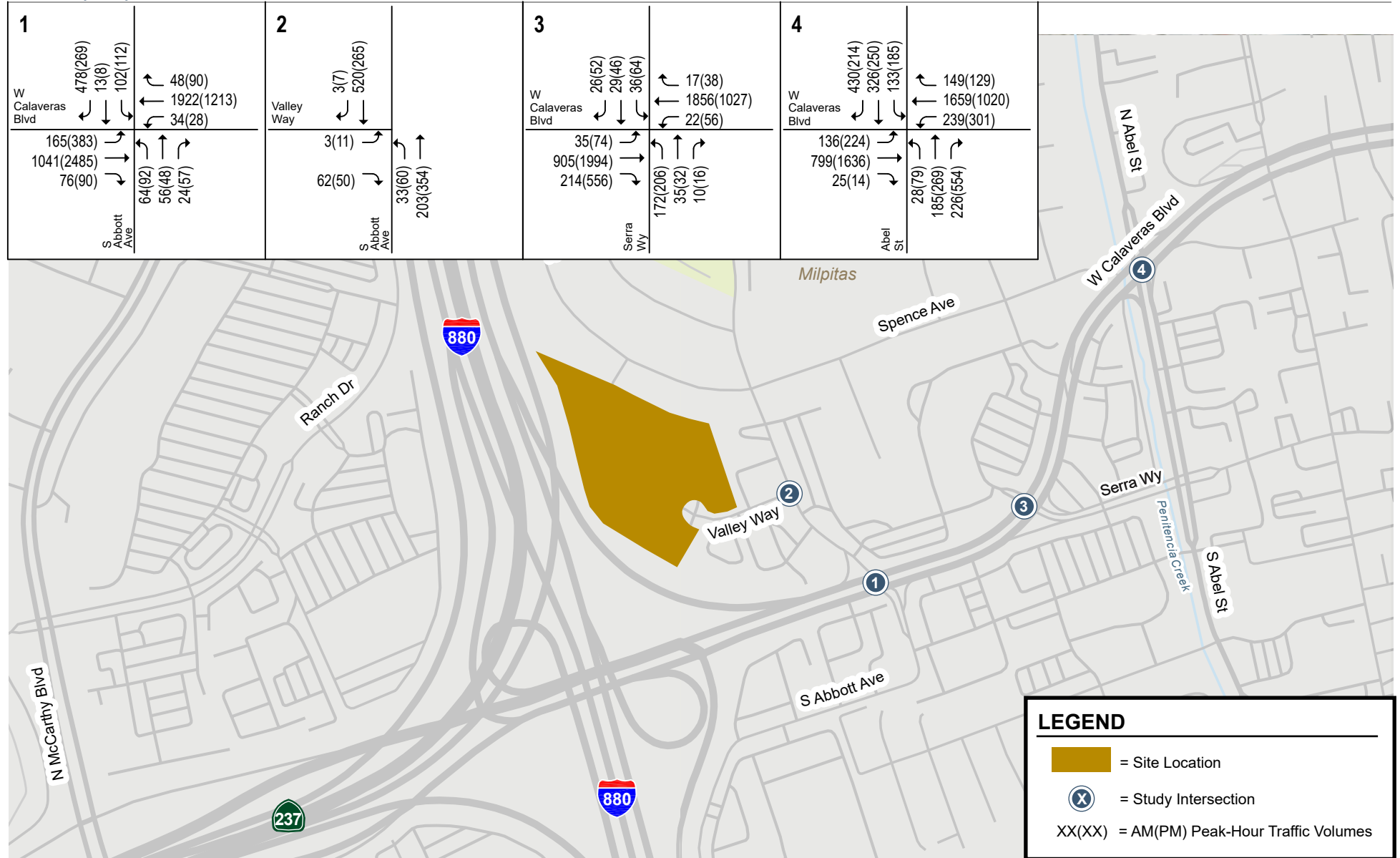


Figure 8
Existing Plus Project Traffic Volumes

600 Valley Way TOA

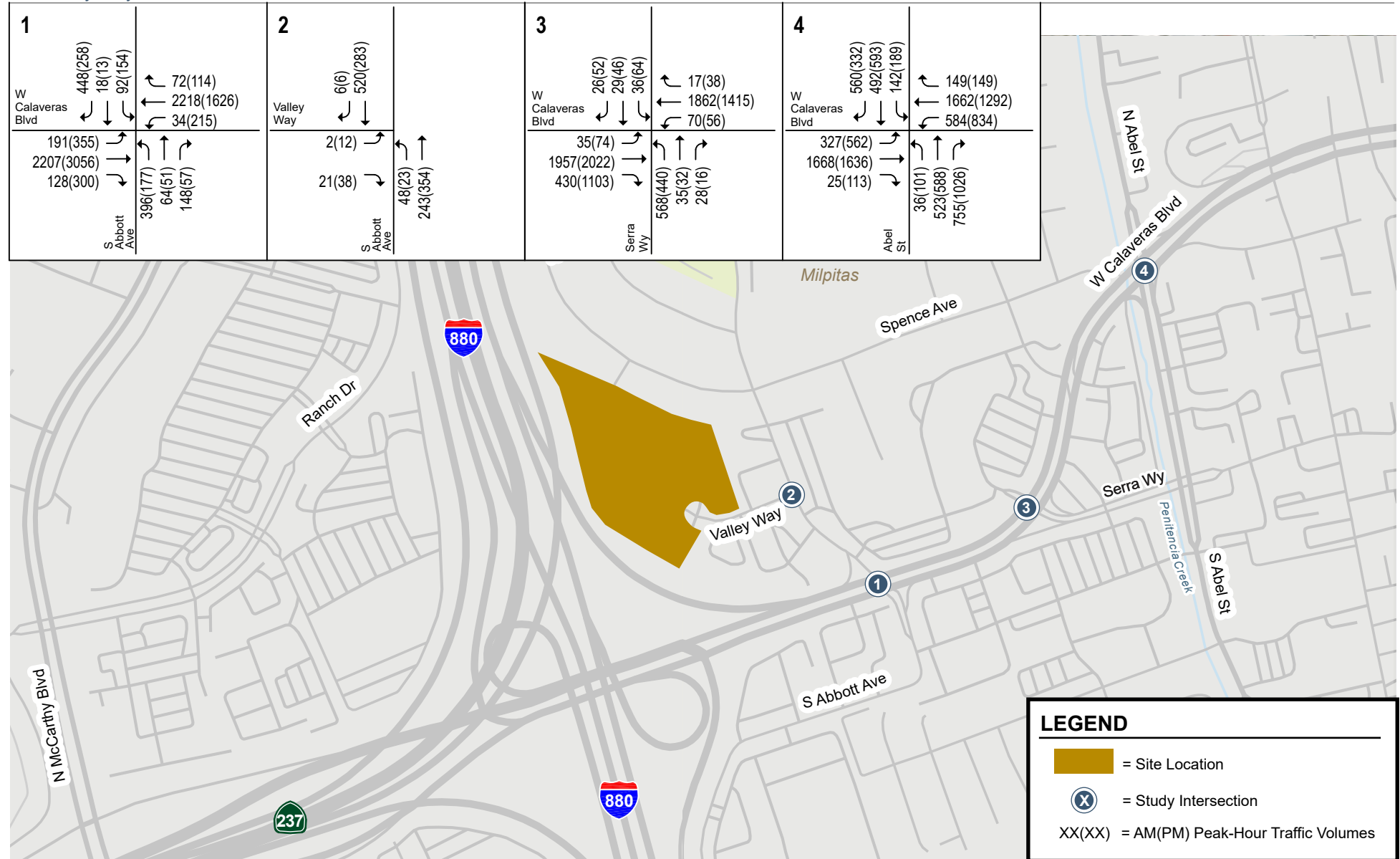


Figure 9
Cumulative No Project Traffic Volumes

600 Valley Way TOA

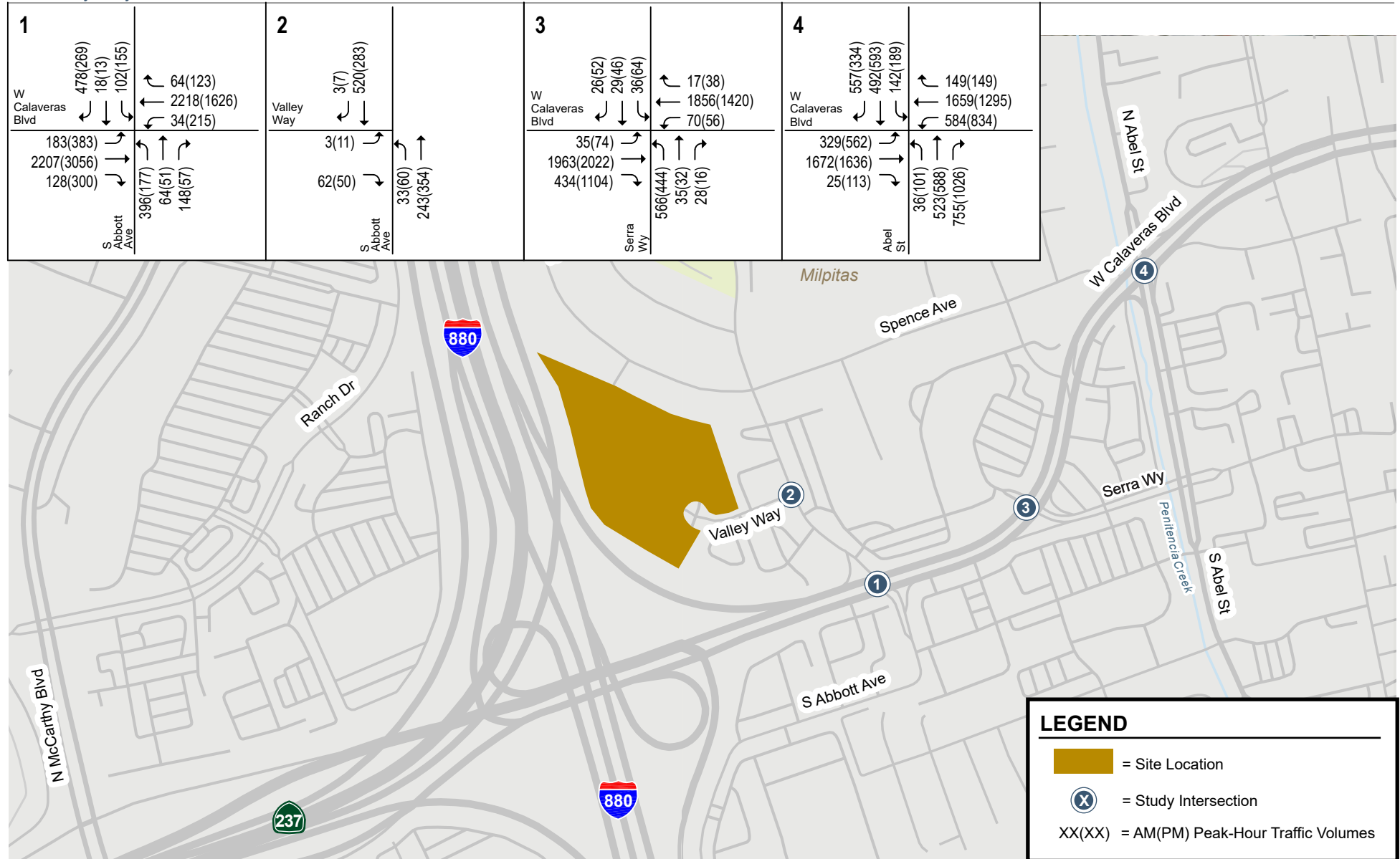


Figure 10
Cumulative Plus Project Traffic Volumes

Table 4
Intersection Levels of Service Summary

ID	Intersection	Existing Control	LOS Standard	Peak Hour	Existing		Existing+Project				Cumulative No Project		Cumulative With Project			
					Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Incr. In Crit. Del.	Incr. In Crit. V/C	Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Incr. In Crit. Del.	Incr. In Crit. V/C
1	Abbott Ave and Calaveras Blvd	Signal	D	AM	39.0	D	39.7	D	0.5	0.004	46.7	D	47.5	D	0.6	0.004
				PM	34.1	C	34.8	C	1.3	0.023	43.5	D	44.3	D	0.1	0.001
2	Abbott Ave and Valley Way	OWSC	D	AM	10.5	B	10.6	B	N/A	N/A	10.5	B	10.6	B	N/A	N/A
				PM	10.1	B	10.2	B	N/A	N/A	10.2	B	10.3	B	N/A	N/A
3	Serra Way and Calaveras Blvd	Signal	D	AM	21.1	C	21.1	C	0.0	-0.002	35.2	D	35.1	D	-0.1	0.001
				PM	26.9	C	27.0	C	0.2	0.001	34.1	C	34.2	C	0.1	0.001
4	Abel St and Calaveras Blvd	Signal	E	AM	41.2	D	41.3	D	0.0	-0.001	112.0	F	112.3	F	0.3	0.001
				PM	60.7	E	60.6	E	0.0	0.000	>120	F	>120	F	0.0	0.000

Notes:

OWSC = one-way stop control

1. Overall weighted average control delay (seconds per vehicle) is reported for signalized intersections. Worst movement delay (seconds per vehicle) and LOS are reported for stop-controlled intersections.

2. Unsignalized intersections (Abbott Ave & Valley Way) not subject to City LOS criteria.

Bold indicates a substandard level of service.

Queuing Analysis

Queuing analyses were conducted for the movements where the project adds a substantial number of trips. These movements include the eastbound left-turn movement at the Abbott Avenue and Calaveras Boulevard intersection and the eastbound shared left-right turn movement at the Abbott Avenue and Valley Way intersections.

Table 5
Intersection Queuing Analysis

Analysis Scenario	Abbott Ave. & Calaveras Blvd.		Abbott Ave. & Valley Way	
	EBL ⁵		EBL/R ⁵	
	AM	PM	AM	PM
Existing				
Cycle/Delay ¹ (sec)	177	177	10.5	10.1
Volume (vph)	173	355	23	50
95th % Queue (veh/ln)	14	25	1	1
95th % Queue ² (ft/ln)	350	625	25	25
Storage (ft/ln) ^{3,4}	500	500	50	50
Adequate (Y/N)	Y	N	Y	Y
Existing Plus Project				
Cycle/Delay ¹ (sec)	177	177	10.6	10.2
Volume (vph)	165	383	65	61
95th % Queue (veh/ln)	13	26	1	1
95th % Queue (ft/ln)	325	650	25	25
Storage (ft/ln) ^{3,4}	500	500	50	50
Adequate (Y/N)	Y	N	Y	Y
Cumulative No Project				
Cycle/Delay ¹ (sec)	177	177	10.5	10.2
Volume (vph)	191	355	23	50
95th % Queue (veh/ln)	15	25	1	1
95th % Queue ² (ft/ln)	375	625	25	25
Storage (ft/ln) ^{3,4}	500	500	50	50
Adequate (Y/N)	Y	N	Y	Y
Cumulative Plus Project				
Cycle/Delay ¹ (sec)	177	177	10.6	10.3
Volume (vph)	183	383	65	61
95th % Queue (veh/ln)	14	26	1	1
95th % Queue ² (ft/ln)	350	650	25	25
Storage (ft/ln) ^{3,4}	500	500	50	50
Adequate (Y/N)	Y	N	Y	Y

Notes:

¹ Cycle length used for signalized intersection at Abbott Ave. & Calaveras Blvd., delay of movement used for unsignalized intersection at Abbott Ave. & Valley Way

² Assumes 25 feet per vehicle queued.

³ Storage length measured from intersection to upstream driveway.

⁴ Total storage length of movement shown.

⁵ EBL = Eastbound Left, EBL/R = Eastbound Shared Left/Right

Abbott Avenue and Calaveras Boulevard

Currently, the eastbound left-turn pocket at the intersection of Abbott Avenue and Calaveras Boulevard is 500 feet long. During the existing PM peak hour, the 95th percentile queue extends to about 625 feet, exceeding the storage. A similar queue would occur during cumulative no project conditions. With the project under existing and cumulative conditions, the 95th percentile queue is expected to increase by 25 feet or one car length. The existing turn pocket could be extended by cutting into the median. It is recommended that Caltrans review the deficiency to determine if a project monetary contribution to the existing deficiency is warranted.

Recommendation #1: Caltrans should review and approve the storage deficiency at the Abbott Avenue and Calaveras Boulevard intersection to determine if a project monetary contribution to the existing deficiency is warranted.

Abbott Avenue and Valley Way

The storage for the eastbound shared left-right turn movement is assumed to 50 feet, i.e. from the intersection to the nearest upstream driveway. This storage is sufficient to accommodate the queue under existing, existing plus project, cumulative, and cumulative plus project scenarios.

Peak-Hour Signal Warrant Analysis

In conjunction with the traffic operations analysis, a signal warrant analysis was performed to determine if the unsignalized intersection at Abbott Avenue & Valley Way would warrant a traffic signal. The intersection was analyzed using the Peak-Hour Volume Signal Warrant, (Warrant #3 – Part B) described in the California Manual on Uniform Traffic Control Devices (MUTCD), 2014 Edition. This method provides an indication of whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. The peak-hour signal warrant analysis determined that, under all study scenarios, the Abbott Avenue & Valley Way intersection would not meet the requirements for a traffic signal. The peak-hour signal warrant sheets are contained in Appendix D.

Site Access and On-Site Circulation

The site access and on-site circulation evaluation is based on the March 2026 site plan (see Figure 2). Site access and on-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access

The site plan shows that access to the project would be provided via three adjacent driveways on the cul-de-sac at the western end of Valley Way. This project proposes using the existing driveways on-site.

Driveway Operations

The project is estimated to generate 64 trips (16 inbound, 48 outbound) in the AM peak-hour and 76 trips (45 inbound, 31 outbound) in the PM peak-hour (see Table 3) or approximately one trip every 50 to 60 seconds. Given there are three driveways, the number of trips at each driveway would be relatively low. While the driveways are expected to operate acceptably, it is recommended that all the driveways be stop-controlled to prevent confusion and to clearly establish the right-of-way for motorists.

Recommendation #2: All three driveways should be stop-controlled to clearly establish the right-of-way for motorists. The westbound approach entering the cul-de-sac should remain free-flowing.

Sight Distance

The proposed driveway locations were evaluated to determine if the sight distance would be adequate. The project driveways should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on adjacent roadways. Any landscaping and signage should be located in such a way as to ensure an unobstructed view for drivers entering and exiting the site. Adequate sight distance reduces the likelihood of a collision at driveways and provides drivers with the ability to locate sufficient gaps in traffic to exit a driveway. Sight distance of a driveway is evaluated based on the stopping sight distance recommended by Caltrans for a given design speed.

There is no posted speed limit on Valley Way. On local streets where no speed limit is posted, the de facto speed limit is 25 mph. Based on Caltrans' recommended stopping sight distances, a sight distance of 150 feet is required for a design speed of 25 mph. It is recommended that no tall vegetation or objects that would block a driver's ability to see 150 feet east on Valley Way are present. Valley Way allows on-street parking. It is recommended that on-street parking be prohibited within the cul-du-sac and on the north side of Valley Way along the existing vacant parcel to prevent sight distance issues.

Recommendation #3: The project should ensure there be no signs, fences, or tall bushes that might block line of sight for 150 feet for the north and south driveways. Furthermore, on-street parking should be prohibited within the cul-du-sac and on the north side of Valley Way along the existing vacant parcel to prevent sight distance issues.

On-Site Circulation

The site plan shows a series of on-site roadways connecting to all the residential units. There is a roadway loop around the perimeter of the site with two roadways connecting east-west across the site, and two dead-end spur roadways leading from the edge of the loop into its center serving more units. The site plan shows that all roadways on site would be approximately 26 feet wide, which is sufficient to allow two vehicles to pass and provides enough space for vehicles entering or exiting garages or parking spaces to maneuver. The City's Comprehensive Zoning Ordinance Table C.6.080-B outlines minimum dimensions for parking drive aisles and states that for a two-way aisle with perpendicular parking, the drive aisle must be a minimum of 24 feet wide. The 2022 California Fire Code section D103.1 requires roadways with fire hydrants to be at least 26 feet in width. Therefore the 26 foot wide drive aisles meet City requirements. This roadway width is sufficient for garbage trucks to navigate throughout the site for trash pick-up. Furthermore dead-end spurs that are less than 150 feet long are generally considered to be navigable by large vehicles such as garbage trucks.

The MGSP requires that dwellings provide on-site parking for residents at a rate of 1.5 spaces per unit. A total of 201 parking spaces are therefore required. Resident parking would be provided in individual garages connected to each unit. Each resident garage has capacity for two vehicles. Parking for visitors is required by the MGSP to be provided at a rate of 1 space per 3 dwelling units. This equates to 45 visitor parking spaces. A total of 60 visitor surface parking spaces would be provided along the site's perimeter road. The visitor spaces are approximately 18 to 22 feet long and approximately 9 to 10 feet wide. The Comprehensive Zoning Ordinance Table C.6.080-A outlines minimum dimensions for parking stalls, which are 22 feet length by 10 foot width for a stall parallel to the roadway and 18 feet length by 9 feet width for stalls perpendicular to the roadway. The CZO also requires residential garages such as those attached to the project's townhomes have a minimum width of 10 feet and a minimum length of 20 feet.

Recommendation #4: The project should ensure all parking spaces and garages meet the minimum dimensions per the Comprehensive Zoning Ordinance .

Emergency Vehicle Access

Emergency vehicle access to the project site must be designed to ensure safe and efficient response times for emergency services. The proposed site layout should comply with local regulations to minimize access limitations and ensure emergency vehicles can access the development in the event of an emergency.

Currently the Valley Way cul-de-sac has a 40 feet radius which is adequate turn around space for emergency vehicles. The project should coordinate any changes to the cul-de-sac radius with the fire department.

Recommendation #5: The project should demonstrate all dead-end access roads and onsite roadways are accessible for emergency vehicles and garbage collection. City staff shall determine whether the proposed design is acceptable.

Recommendation #6: The project should coordinate any changes to the cul-de-sac radius with the fire department.

Pedestrians and Bicycles

There is limited bicycle and pedestrian infrastructure near the project side. Along the frontage of the site the project would rebuild the sidewalk with a landscaped buffer. Furthermore, the site plan shows footpaths and marked roadway crossings for pedestrians throughout the project site creating a complete pedestrian circulation network within the project site itself. This network would connect each new residence with the sidewalks on Valley Way. Sections of the internal roadways would incorporate patterned concrete, which is also a traffic-calming feature. This would encourage lower vehicle speeds which enhance pedestrian comfort and safety within the project site.

Bicycles would share the onsite roadways with vehicular traffic, which is feasible due to the low speed and volume of onsite vehicular traffic. The MGSP and CZO require that multi-family residential uses provide 1 bicycle parking space for every 2 units, with 85 percent of the spaces being long-term and 15 percent of the spaces being short-term visitor spaces. This equates to 67 spaces in total, with 57 long-term spaces and 10 short-term spaces. Long-term bicycle parking is assumed to be accommodated by residents within the garages of each unit. Twelve visitor bike parking spaces are shown on the current site plan.

Access to nearby schools from the project site is provided via the continuous sidewalk along Abbott Avenue, which connects directly to Anthony Spangler Elementary School. As previously discussed, the Gateway-Main Street Specific Plan proposes a two-way Class IV protected bikeway along this corridor, which would enhance bicycle access to and from the school. Additional elements of the plan, including the introduction of street trees and a reduction in the number of travel lanes which pedestrians would need to cross may further improve access to local schools for pedestrians and bikes.

Potential Impacts on Pedestrians and Bicycles

According to the U.S. Census, pedestrian trips comprise approximately one percent of the total commute mode share in the City of Milpitas. For the proposed project, assuming one percent of total commute trips would be walking trips, that would equate to approximately one pedestrian trip during the AM and PM peak hours. The proposed project would also generate pedestrian trips to/from schools, recreation areas, transit, and retail centers. Overall, the volume of pedestrian trips generated by the project could be accommodated by the existing and proposed facilities.

U.S. Census data indicate that bicycle trips comprise less than one percent of the total commute mode share in the City of Milpitas. For the proposed project, this would equate to approximately one bike trip

during each of the AM and PM peak hours. The low volume of bicycle trips generated by the project would not exceed the bicycle-carrying capacity of streets surrounding the site, and the increase in bicycle trips would not by itself require new off-site bicycle facilities.

According to the Valley Transportation Authority (VTA) Transportation Impact Analysis (TIA) Technical Guidelines, a project would create an impact on pedestrian and bike circulation if: (1) it would reduce, sever or eliminate existing bike/pedestrian access and circulation in the area; (2) it would preclude, modify, or otherwise affect proposed bicycle and pedestrian projects and/or policies identified in an adopted plan; or (3) it would cause a change to existing bike paths such as alignment, width of trail ROW, or length of a trail.

The addition of the project would not remove any existing bike/pedestrian facilities, nor would it preclude any future planned improvements with the implementation of recommendations included in this report. Because most intersections around the project site are signalized and have few bike/pedestrian trips, the addition of the project would not materially change walking and biking conditions in the project vicinity. Therefore, the proposed project would not create an adverse impact to bike/pedestrian circulation in the area.

Potential Impacts on Transit

According to the U.S. Census, transit trips comprise approximately three percent of the total commute mode share in the City of Milpitas. For the proposed project, assuming three percent of total commute trips would be transit trips, there would be approximately one transit trip in the AM peak hour and two transit trips during the PM peak hour. In addition to commute trips, there will be additional transit trips to nearby schools, parks, and shopping areas. This volume of transit trips generated by the project would not exceed the carrying capacity of the existing transit service to the site.

According to the VTA TIA Technical Guidelines, a project would create an impact on transit if: (1) it would cause a permanent or temporary reduction of transit availability or interference with existing transit users (relocation/closure of a transit stop or vacation of a roadway utilized by transit) or (2) it would result in significant delays in transit service. The project, by itself, would not preclude, modify or otherwise affect existing or proposed transit projects or policies identified by the VTA, nor is it expected to materially increase delays in transit service. Consequently, the project would not result in any significant impacts to transit service.

600 Valley Way Technical Appendices

Appendix A

Traffic Counts

AM-PM Volume Count- 25SJ03(Milpitas)

Date: 5/20/2025
 Counters: Steve
 Location: 600 Valley Way
 Weather: Fair

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

AM

Start Time	IN	OUT
7:00	0	0
7:15	3	0
7:30	7	2
7:45	11	2
8:00	12	2
8:15	16	3
8:30	24	6
8:45	33	7
9:00	46	8

Hourly
Totals

Peak Hour			
7:00 - 8:00	12	2	14
7:15 - 8:15	13	3	16
7:30 - 8:30	17	4	21
7:45 - 8:45	22	5	27
8:00 - 9:00	34	6	40

Peak Volumes:	34	6	40
---------------	----	---	----

PM

Start Time	IN	OUT
4:00	0	0
4:15	3	8
4:30	5	12
4:45	7	17
5:00	7	20
5:15	7	29
5:30	7	33
5:45	9	35
6:00	9	37

Hourly
Totals

Peak Hour			
4:00-5:00	7	20	27
4:15-5:15	4	21	25
4:30-5:30	2	21	23
4:45-5:45	2	18	20
5:00-6:00	2	17	19

Peak Volumes:	7	20	27
---------------	---	----	----



(303) 216-2439
www.alltrafficdata.net

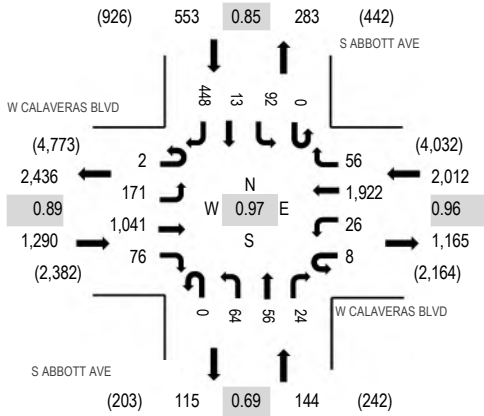
Location: 1 S ABBOTT AVE & W CALAVERAS BLVD AM

Date: Tuesday, May 20, 2025

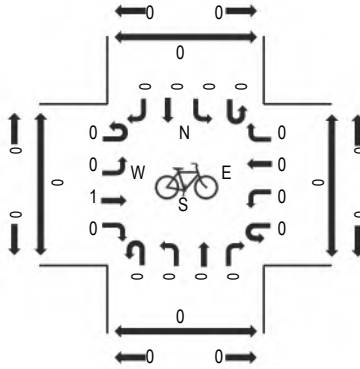
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

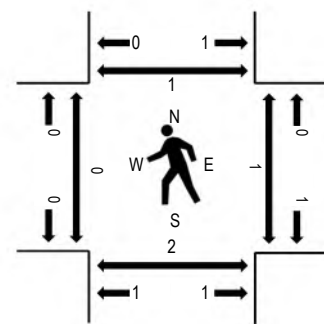
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W CALAVERAS BLVD Eastbound				W CALAVERAS BLVD Westbound				S ABBOTT AVE Northbound				S ABBOTT AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	30	191	14	0	4	456	5	0	9	6	5	0	11	0	73	804	3,583	0	1	0	1
7:15 AM	0	24	232	16	0	0	490	7	0	13	1	5	0	11	2	78	879	3,731	0	0	1	0
7:30 AM	0	27	229	13	1	4	505	10	0	18	3	13	0	13	1	80	917	3,868	0	0	1	0
7:45 AM	0	36	265	15	0	18	512	8	0	13	2	10	0	13	1	90	983	3,985	0	0	0	0
8:00 AM	0	37	258	17	1	9	480	14	0	16	5	8	0	19	1	87	952	3,999	0	0	0	0
8:15 AM	1	45	304	15	3	5	459	19	0	13	13	7	0	21	0	111	1,016		0	0	2	0
8:30 AM	1	48	226	27	1	7	495	15	0	15	32	5	0	25	7	130	1,034		0	0	0	0
8:45 AM	0	41	253	17	3	5	488	8	0	20	6	4	0	27	5	120	997		0	1	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	1	0	0	12	1	0	3	0	0	0	0	0	0	22
Lights	2	169	1,003	74	8	26	1,875	53	0	57	56	20	0	91	13	444	3,891
Mediums	0	2	33	1	0	0	35	2	0	4	0	4	0	1	0	4	86
Total	2	171	1,041	76	8	26	1,922	56	0	64	56	24	0	92	13	448	3,999



(303) 216-2439
www.alltrafficdata.net

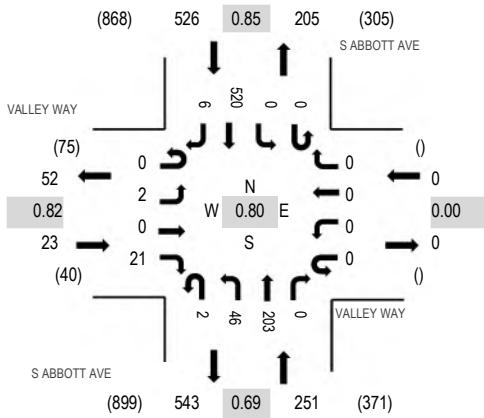
Location: 2 S ABBOTT AVE & VALLEY WAY AM

Date: Tuesday, May 20, 2025

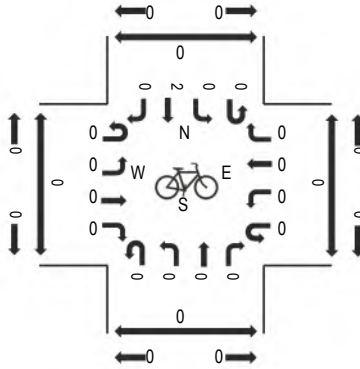
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

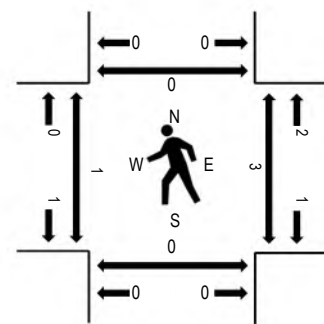
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	VALLEY WAY Eastbound				VALLEY WAY Westbound				S ABBOTT AVE Northbound				S ABBOTT AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	0	2	0	0	0	0	0	5	19	0	0	0	78	1	106	479	0	0	0	0
7:15 AM	0	0	0	5	0	0	0	0	0	3	24	0	0	0	80	0	112	520	0	0	1	0
7:30 AM	0	0	0	6	0	0	0	0	2	10	25	0	0	0	84	2	129	611	0	0	0	0
7:45 AM	0	0	0	3	0	0	0	0	0	1	31	0	0	0	96	1	132	733	0	2	0	0
8:00 AM	0	1	0	3	0	0	0	0	0	5	35	0	0	0	102	1	147	800	0	0	0	0
8:15 AM	0	0	0	7	0	0	0	0	0	13	63	0	0	0	120	0	203		0	1	0	0
8:30 AM	0	0	0	5	0	0	0	0	1	8	82	0	0	0	152	3	251		0	1	0	0
8:45 AM	0	1	0	6	0	0	0	0	1	20	23	0	0	0	146	2	199		1	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Lights	0	1	0	21	0	0	0	0	2	45	199	0	0	0	515	6	789
Mediums	0	1	0	0	0	0	0	0	0	0	4	0	0	0	5	0	10
Total	0	2	0	21	0	0	0	0	2	46	203	0	0	0	520	6	800



(303) 216-2439
www.alltrafficdata.net

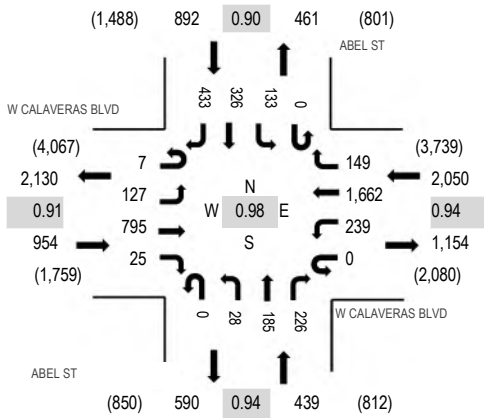
Location: 1 ABEL ST & W CALAVERAS BLVD AM

Date: Tuesday, August 19, 2025

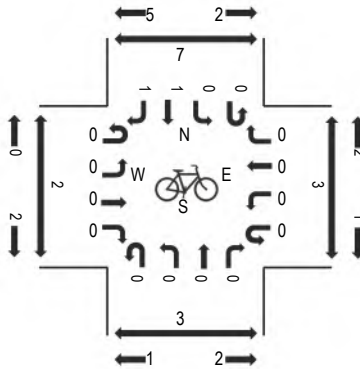
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

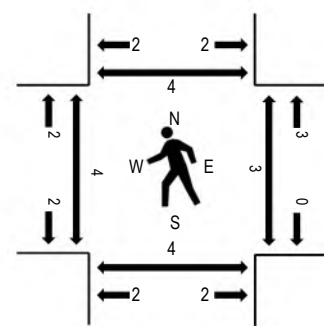
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W CALAVERAS BLVD Eastbound				W CALAVERAS BLVD Westbound				ABEL ST Northbound				ABEL ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	2	17	141	4	0	13	351	9	0	1	26	24	0	7	24	65	684	3,463	0	0	0	1
7:15 AM	2	28	150	4	0	17	423	8	0	1	30	34	0	15	35	77	824	3,857	0	0	0	2
7:30 AM	3	29	157	5	0	22	390	7	0	6	57	60	0	25	40	103	904	4,142	0	1	0	1
7:45 AM	2	30	225	6	0	29	401	19	0	6	80	48	0	40	61	104	1,051	4,311	2	5	1	3
8:00 AM	1	36	192	5	0	44	439	26	0	6	82	50	0	21	65	111	1,078	4,335	0	1	0	2
8:15 AM	2	27	189	3	0	57	431	45	0	7	61	56	0	40	95	96	1,109		2	1	2	2
8:30 AM	1	37	191	9	0	71	423	52	0	12	13	48	0	33	76	107	1,073		0	0	0	0
8:45 AM	3	27	223	8	0	67	369	26	0	3	29	72	0	39	90	119	1,075		2	1	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	10	0	0	0	0	0	0	2	0	1	18
Lights	7	122	775	25	0	237	1,630	147	0	27	182	223	0	127	325	420	4,247
Mediums	0	5	15	0	0	2	22	2	0	1	3	3	0	4	1	12	70
Total	7	127	795	25	0	239	1,662	149	0	28	185	226	0	133	326	433	4,335



(303) 216-2439
www.alltrafficdata.net

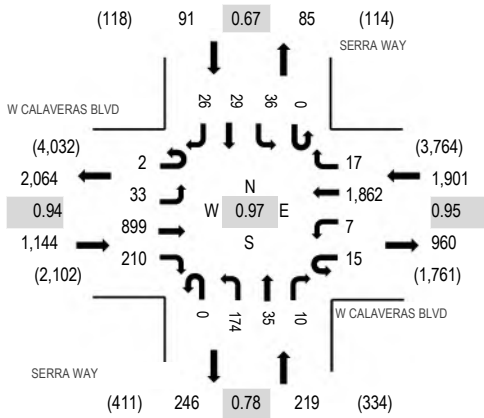
Location: 2 SERRA WAY & W CALAVERAS BLVD AM

Date: Tuesday, August 19, 2025

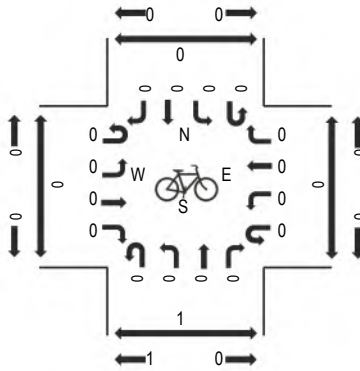
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

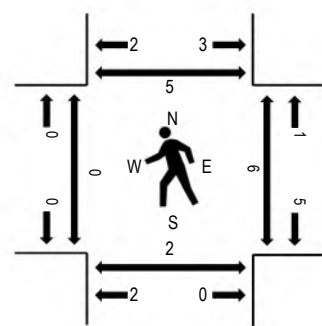
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W CALAVERAS BLVD Eastbound				W CALAVERAS BLVD Westbound				SERRA WAY Northbound				SERRA WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	150	28	0	1	416	1	0	20	4	1	0	0	3	7	633	2,963	0	0	0	1
7:15 AM	2	2	186	40	0	0	499	2	0	19	3	0	0	2	1	2	758	3,190	0	1	0	0
7:30 AM	1	4	202	37	2	0	477	2	0	30	2	0	0	3	1	6	767	3,221	0	1	1	0
7:45 AM	0	2	249	53	1	1	460	1	0	29	4	3	0	2	0	0	805	3,320	0	0	0	1
8:00 AM	0	9	231	50	2	2	506	4	0	36	8	3	0	2	3	4	860	3,355	0	2	0	1
8:15 AM	0	2	205	48	3	0	461	4	0	34	9	1	0	11	6	5	789		0	1	1	1
8:30 AM	1	11	229	53	4	3	468	1	0	55	9	6	0	10	8	8	866		0	2	0	1
8:45 AM	1	11	234	59	6	2	427	8	0	49	9	0	0	13	12	9	840		0	1	1	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	9	0	0	0	0	0	0	0	0	0	14
Lights	2	31	875	204	15	7	1,819	17	0	161	35	10	0	36	29	24	3,265
Mediums	0	2	19	6	0	0	34	0	0	13	0	0	0	0	0	2	76
Total	2	33	899	210	15	7	1,862	17	0	174	35	10	0	36	29	26	3,355



(303) 216-2439
www.alltrafficdata.net

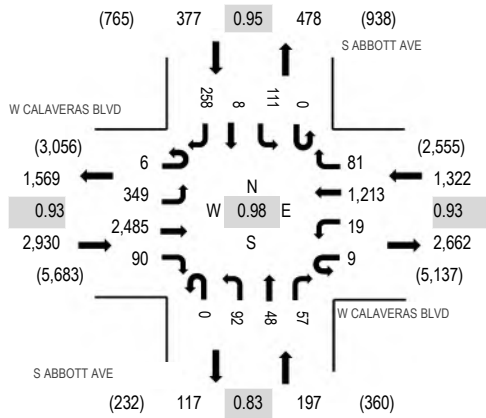
Location: 1 S ABBOTT AVE & W CALAVERAS BLVD PM

Date: Tuesday, May 20, 2025

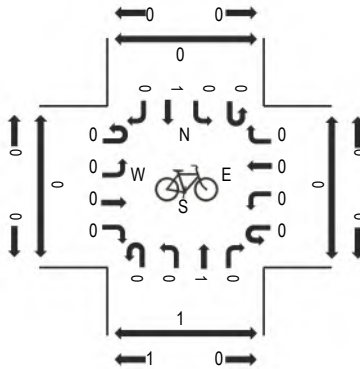
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

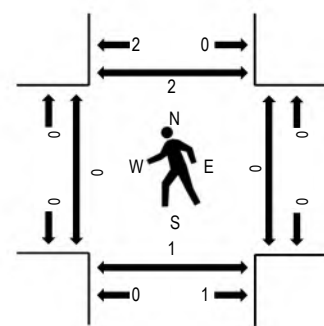
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W CALAVERAS BLVD				W CALAVERAS BLVD				S ABBOTT AVE				S ABBOTT AVE				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:00 PM	0	83	549	18	2	8	273	22	0	14	10	4	0	29	1	66	1,079	4,537	0	0	4	2
4:15 PM	1	94	552	16	2	6	280	19	0	19	7	11	0	28	3	72	1,110	4,628	0	0	1	2
4:30 PM	0	86	603	24	1	6	292	19	0	19	15	25	0	26	3	66	1,185	4,754	0	0	0	0
4:45 PM	1	90	615	21	2	6	287	8	0	21	7	11	0	15	3	76	1,163	4,756	0	0	1	0
5:00 PM	2	88	570	18	2	5	318	23	0	17	10	17	0	30	1	69	1,170	4,826	0	0	0	1
5:15 PM	1	88	604	35	4	5	329	16	0	29	11	15	0	32	3	64	1,236		0	0	0	0
5:30 PM	1	94	623	18	3	5	270	25	0	30	11	17	0	28	3	59	1,187		0	0	0	1
5:45 PM	2	79	688	19	0	4	296	17	0	16	16	8	0	21	1	66	1,233		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	6	1	0	0	5	0	0	0	0	0	0	1	0	0	13
Lights	6	348	2,460	87	9	19	1,193	81	0	92	48	57	0	110	8	257	4,775
Mediums	0	1	19	2	0	0	15	0	0	0	0	0	0	0	0	1	38
Total	6	349	2,485	90	9	19	1,213	81	0	92	48	57	0	111	8	258	4,826

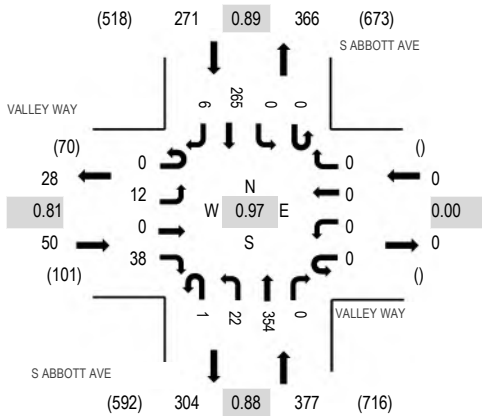
Location: 2 S ABBOTT AVE & VALLEY WAY PM

Date: Tuesday, May 20, 2025

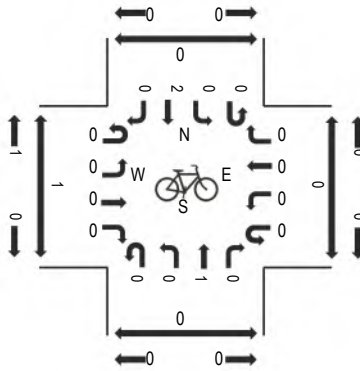
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

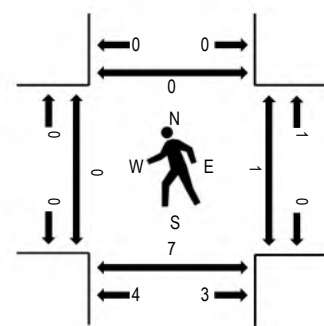
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	VALLEY WAY				VALLEY WAY				S ABBOTT AVE				S ABBOTT AVE				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:00 PM	0	2	0	15	0	0	0	0	3	18	60	0	0	0	51	1	150	653	0	0	0	0
4:15 PM	0	2	0	13	0	0	0	0	0	11	80	0	0	0	76	1	183	681	0	1	1	0
4:30 PM	0	4	0	9	0	0	0	0	0	7	77	0	0	0	58	2	157	678	0	0	0	0
4:45 PM	0	4	0	6	0	0	0	0	0	3	83	0	0	0	66	1	163	698	0	0	2	0
5:00 PM	0	4	0	13	0	0	0	0	0	5	85	0	0	0	70	1	178	682	0	0	1	0
5:15 PM	0	2	0	12	0	0	0	0	1	3	90	0	0	0	70	2	180		0	1	2	0
5:30 PM	0	2	0	7	0	0	0	0	0	11	96	0	0	0	59	2	177		0	0	2	0
5:45 PM	0	2	0	4	0	0	0	0	1	2	80	0	0	0	58	0	147		0	1	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	12	0	37	0	0	0	0	1	22	352	0	0	0	264	6	694
Mediums	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
Total	0	12	0	38	0	0	0	0	1	22	354	0	0	0	265	6	698

Volumes

Name	S. Abel Street			N. Abel Street			W. Calaveras Boulevard				W. Calaveras Boulevard			
Base Volume Input [veh/h]	79	269	554	185	250	212	5	219	1636	14	1	300	1017	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	1.00	0.00	1.00	2.00	1.00	1.00	0.00	4.00	2.00	0.00	0.00	1.00	2.00	3.00
Proportion of CAVs [%]	0.00													
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	269	554	185	250	212	5	219	1636	14	1	300	1017	129
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	20	67	139	46	63	53	1	55	409	4	0	75	254	32
Total Analysis Volume [veh/h]	79	269	554	185	250	212	5	219	1636	14	1	300	1017	129
Presence of On-Street Parking	No		No	No		No	No			No	No			No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			1				1			
v_di, Inbound Pedestrian Volume crossing	1			1			0				0			
v_co, Outbound Pedestrian Volume crossing	2			3			1				3			
v_ci, Inbound Pedestrian Volume crossing	1			3			2				3			
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0				0			
Bicycle Volume [bicycles/h]	1			0			0				0			



(303) 216-2439
www.alltrafficdata.net

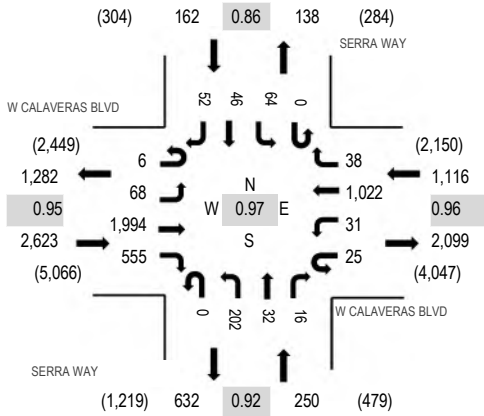
Location: 2 SERRA WAY & W CALAVERAS BLVD PM

Date: Tuesday, August 19, 2025

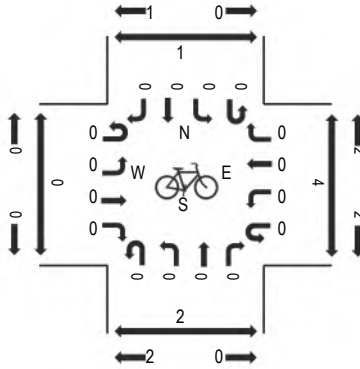
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

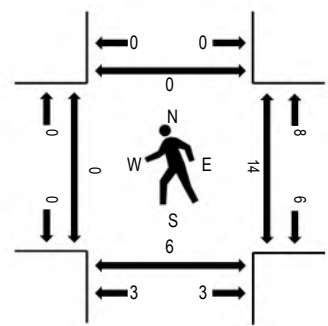
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W CALAVERAS BLVD Eastbound				W CALAVERAS BLVD Westbound				SERRA WAY Northbound				SERRA WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	2	17	478	108	13	11	274	14	0	38	10	4	0	11	7	15	1,002	3,858	0	3	2	1
4:15 PM	1	14	420	110	8	4	215	4	0	45	10	3	0	14	8	8	864	3,869	0	2	0	1
4:30 PM	2	11	471	149	5	1	246	6	0	42	4	5	0	18	4	9	973	4,077	0	5	2	1
4:45 PM	3	17	485	122	7	5	266	12	0	49	6	3	0	18	11	15	1,019	4,151	0	2	2	0
5:00 PM	1	18	470	135	5	4	271	12	0	45	4	2	0	21	11	14	1,013	4,141	0	6	1	0
5:15 PM	0	13	531	157	6	9	246	6	0	55	9	7	0	11	12	10	1,072		0	3	1	0
5:30 PM	2	20	508	141	7	13	239	8	0	53	13	4	0	14	12	13	1,047		0	3	2	0
5:45 PM	4	24	474	158	2	11	204	16	0	48	16	4	0	18	16	14	1,009		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6
Lights	6	66	1,980	546	25	31	1,011	38	0	199	32	16	0	64	45	51	4,110
Mediums	0	2	10	9	0	0	9	0	0	3	0	0	0	0	1	1	35
Total	6	68	1,994	555	25	31	1,022	38	0	202	32	16	0	64	46	52	4,151

Appendix B

Scenario Volumes

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	448	13	92	56	1922	34	24	56	64	76	1041	173	3999 0
Net Project Trips *	30	0	10	-8	0	0	0	0	0	0	0	-8	
Existing + Project Conditions	478	13	102	48	1922	34	24	56	64	76	1041	165	4023 0
Cumulative No Project Conditions	448	18	92	72	2218	34	148	64	396	128	2207	191	6016 0
Cumulative Conditions	478	18	102	64	2218	34	148	64	396	128	2207	183	6040 0

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	6	520	0	0	0	0	0	203	48	21	0	2	800
Net Project Trips *	-3	0	0	0	0	0	0	0	-15	41	0	1	0
Existing + Project Conditions	3	520	0	0	0	0	0	203	33	62	0	3	824
Cumulative No Project Conditions	6	520	0	0	0	0	0	243	48	21	0	2	840
Cumulative Conditions	3	520	0	0	0	0	0	243	33	62	0	3	864

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	26	29	36	17	1862	22	10	35	174	210	899	35	3355 0
Net Project Trips *	0	0	0	0	-6	0	0	0	-2	4	6	0	
Existing + Project Conditions	26	29	36	17	1856	22	10	35	172	214	905	35	3357 0
Cumulative No Project Conditions	26	29	36	17	1862	70	28	35	568	430	1957	35	5093 0
Cumulative Conditions	26	29	36	17	1856	70	28	35	566	434	1963	35	5095 0

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	433	326	133	149	1662	239	226	185	28	25	795	134	4335
Net Project Trips *	-3	0	0	0	-3	0	0	0	0	0	4	2	0
Existing + Project Conditions	430	326	133	149	1659	239	226	185	28	25	799	136	4335
Cumulative No Project Conditions	560	492	142	149	1662	584	755	523	36	25	1668	327	6923
Cumulative Conditions	557	492	142	149	1659	584	755	523	36	25	1672	329	6923

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	258	8	111	81	1213	28	57	48	92	90	2485	355	4826
Net Project Trips *	11	0	1	9	0	0	0	0	0	0	0	28	49
Existing + Project Conditions	269	8	112	90	1213	28	57	48	92	90	2485	383	4875 0
Cumulative No Project Conditions	258	13	154	114	1626	215	57	51	177	300	3056	355	6376 0
Cumulative Conditions	269	13	155	123	1626	215	57	51	177	300	3056	383	6425 0

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	6	265	0	0	0	0	0	354	23	38	0	12	698
Net Project Trips *	1	0	0	0	0	0	0	0	37	12	0	-1	49
Existing + Project Conditions	7	265	0	0	0	0	0	354	60	50	0	11	747 0
Cumulative No Project Conditions	6	283	0	0	0	0	0	354	23	38	0	12	716 0
Cumulative Conditions	7	283	0	0	0	0	0	354	60	50	0	11	765 0

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	52	46	64	38	1022	56	16	32	202	555	1994	74	4151
Net Project Trips *	0	0	0	0	5	0	0	0	4	1	0	0	10
Existing + Project Conditions	52	46	64	38	1027	56	16	32	206	556	1994	74	4161
Cumulative No Project Conditions	52	46	64	38	1415	56	16	32	440	1103	2022	74	5358
Cumulative Conditions	52	46	64	38	1420	56	16	32	444	1104	2022	74	5368

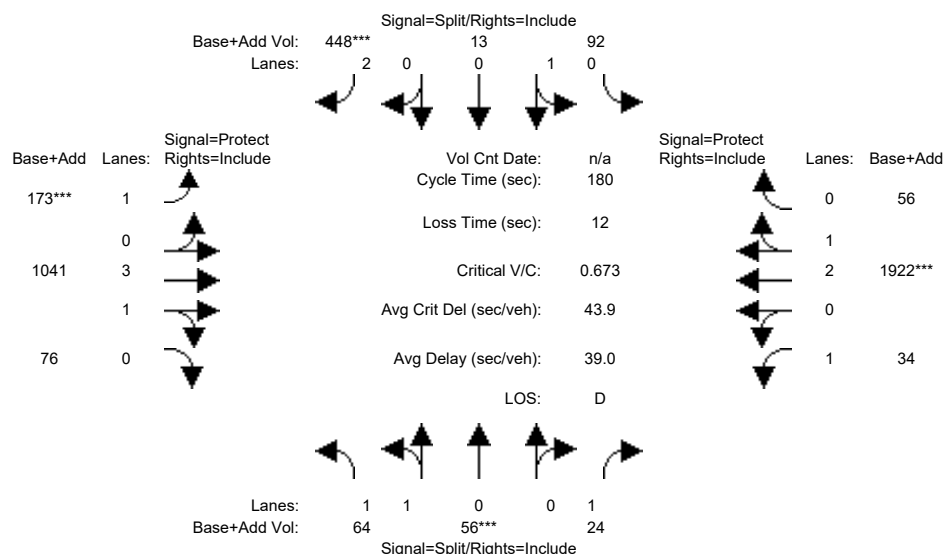
Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions**	212	250	185	129	1017	301	554	269	79	14	1636	224	4870
Net Project Trips *	2	0	0	0	3	0	0	0	0	0	0	0	5
Existing + Project Conditions	214	250	185	129	1020	301	554	269	79	14	1636	224	4875
Cumulative No Project Conditions	332	593	189	149	1292	834	1026	588	101	113	1636	562	7415
Cumulative Conditions	334	593	189	149	1295	834	1026	588	101	113	1636	562	7420

Appendix C

Level of Service

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exsiting AM

Intersection #1: Abbott and Calaveras



Street Name:	Abbott Ave						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	64	56	24	92	13	448	173	1041	76	34	1922	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	56	24	92	13	448	173	1041	76	34	1922	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	56	24	92	13	448	173	1041	76	34	1922	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	56	24	92	13	448	173	1041	76	34	1922	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	56	24	92	13	448	173	1041	76	34	1922	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	56	24	92	13	448	173	1041	76	34	1922	56

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.95	0.95	0.83	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.08	0.92	1.00	0.88	0.12	2.00	1.00	3.72	0.28	1.00	2.91	0.09
Final Sat.:	1893	1656	1750	1577	223	3150	1750	6989	510	1750	5441	159

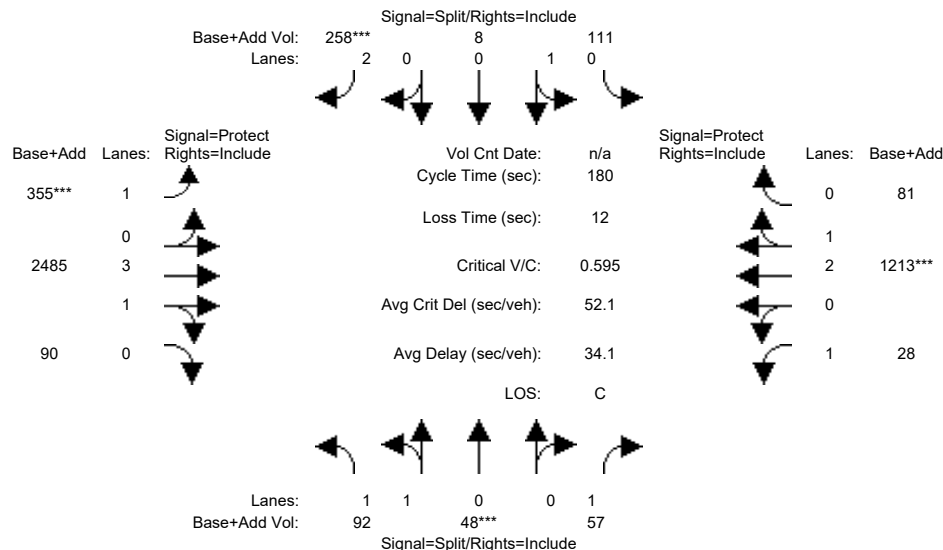
Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.01	0.06	0.06	0.14	0.10	0.15	0.15	0.02	0.35	0.35
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.06	0.06	0.06	0.21	0.21	0.21	0.15	0.53	0.53	0.14	0.52	0.52
Volume/Cap:	0.61	0.61	0.25	0.28	0.28	0.68	0.68	0.28	0.28	0.14	0.68	0.68
Uniform Del:	83.1	83.1	81.4	59.6	59.6	65.5	72.8	23.4	23.4	68.2	31.8	31.8
IncrementDel:	5.4	5.4	1.3	0.4	0.4	2.8	7.1	0.0	0.0	0.3	0.6	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	88.5	88.5	82.7	60.0	60.0	68.3	79.9	23.5	23.5	68.4	32.5	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.5	88.5	82.7	60.0	60.0	68.3	79.9	23.5	23.5	68.4	32.5	32.5
LOS by Move:	F	F	F	E	E	E	E	C	C	E	C	C
HCM2k95thQ:	9	9	3	10	10	25	20	15	15	3	44	44

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exsiting PM

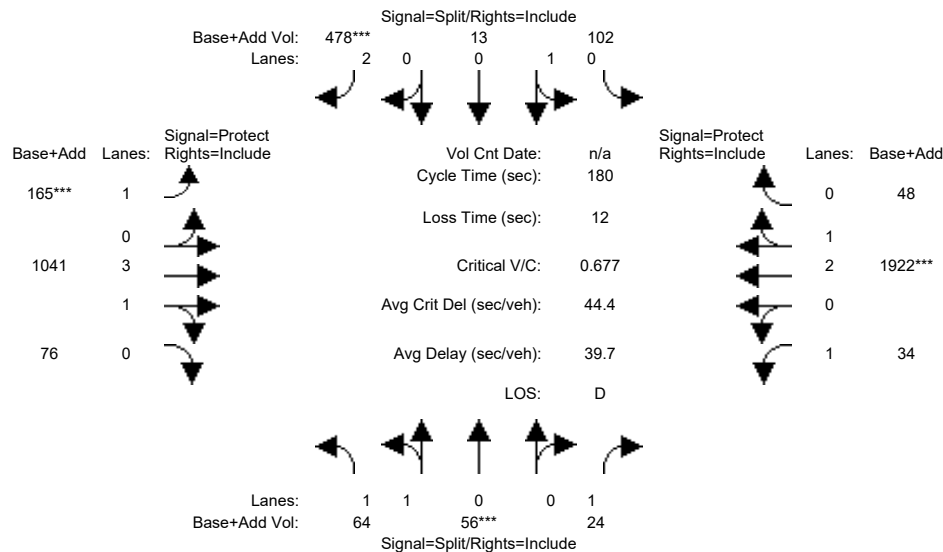
Intersection #1: Abbott and Calaveras



Street Name:	Abbott Ave						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	92	48	57	111	8	258	355	2485	90	28	1213	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	48	57	111	8	258	355	2485	90	28	1213	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	48	57	111	8	258	355	2485	90	28	1213	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	48	57	111	8	258	355	2485	90	28	1213	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	48	57	111	8	258	355	2485	90	28	1213	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	48	57	111	8	258	355	2485	90	28	1213	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.83	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.32	0.68	1.00	0.93	0.07	2.00	1.00	3.85	0.15	1.00	2.81	0.19
Final Sat.:	2333	1217	1750	1679	121	3150	1750	7237	262	1750	5249	351
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.07	0.07	0.08	0.20	0.34	0.34	0.02	0.23	0.23
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.07	0.07	0.14	0.14	0.14	0.34	0.66	0.66	0.07	0.39	0.39
Volume/Cap:	0.59	0.59	0.49	0.48	0.48	0.59	0.59	0.52	0.52	0.22	0.59	0.59
Uniform Del:	81.7	81.7	81.1	71.7	71.7	72.9	49.0	16.3	16.3	78.4	43.8	43.8
IncrementDel:	4.1	4.1	3.3	1.5	1.5	2.2	1.6	0.1	0.1	0.8	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.8	85.8	84.4	73.1	73.1	75.1	50.7	16.4	16.4	79.2	44.2	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.8	85.8	84.4	73.1	73.1	75.1	50.7	16.4	16.4	79.2	44.2	44.2
LOS by Move:	F	F	F	E	E	E	D	B	B	E	D	D
HCM2k95thQ:	10	10	8	13	13	16	30	31	31	3	32	32
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
ExsitingProj AM

Intersection #1: Abbott and Calaveras

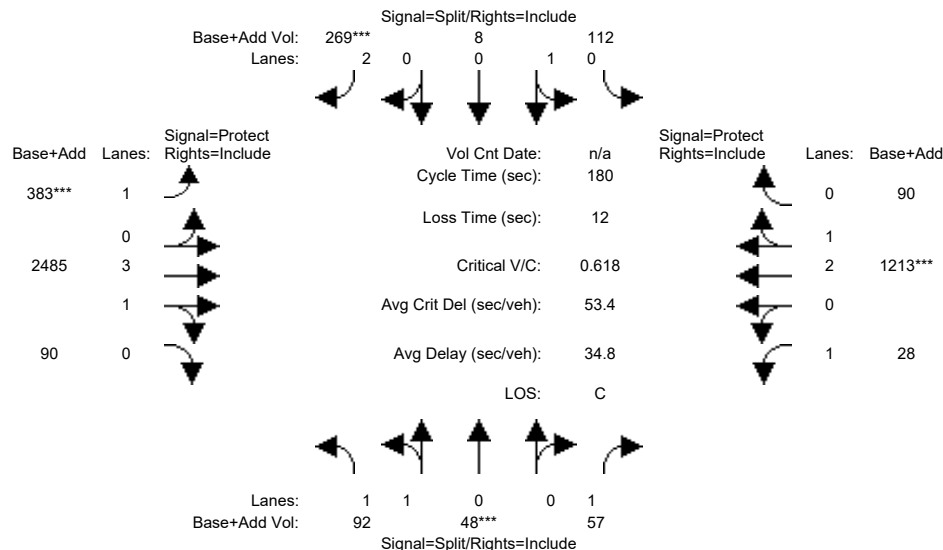


Street Name:	Abbott Ave						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	56	24	92	13	448	173	1041	76	34	1922	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	56	24	92	13	448	173	1041	76	34	1922	56
Added Vol:	0	0	0	10	0	30	-8	0	0	0	0	-8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	56	24	102	13	478	165	1041	76	34	1922	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	56	24	102	13	478	165	1041	76	34	1922	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	56	24	102	13	478	165	1041	76	34	1922	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	56	24	102	13	478	165	1041	76	34	1922	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.95	0.95	0.83	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.08	0.92	1.00	0.89	0.11	2.00	1.00	3.72	0.28	1.00	2.92	0.08
Final Sat.:	1893	1656	1750	1597	203	3150	1750	6989	510	1750	5463	136
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.06	0.06	0.15	0.09	0.15	0.15	0.02	0.35	0.35
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.06	0.06	0.22	0.22	0.22	0.14	0.52	0.52	0.14	0.52	0.52
Volume/Cap:	0.61	0.61	0.25	0.29	0.29	0.68	0.68	0.29	0.29	0.14	0.68	0.68
Uniform Del:	83.1	83.1	81.4	58.1	58.1	64.1	73.8	24.4	24.4	68.6	32.5	32.5
IncrementDel:	5.4	5.4	1.3	0.4	0.4	2.7	7.7	0.0	0.0	0.3	0.7	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	88.5	88.5	82.7	58.5	58.5	66.8	81.4	24.5	24.5	68.9	33.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.5	88.5	82.7	58.5	58.5	66.8	81.4	24.5	24.5	68.9	33.1	33.1
LOS by Move:	F	F	F	E	E	E	F	C	C	E	C	C
HCM2k95thQ:	9	9	3	11	11	27	19	16	16	3	44	44

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
ExsitingProj PM

Intersection #1: Abbott and Calaveras



Street Name:	Abbott Ave						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	92	48	57	111	8	258	355	2485	90	28	1213	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	48	57	111	8	258	355	2485	90	28	1213	81
Added Vol:	0	0	0	1	0	11	28	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	48	57	112	8	269	383	2485	90	28	1213	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	48	57	112	8	269	383	2485	90	28	1213	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	48	57	112	8	269	383	2485	90	28	1213	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	48	57	112	8	269	383	2485	90	28	1213	90

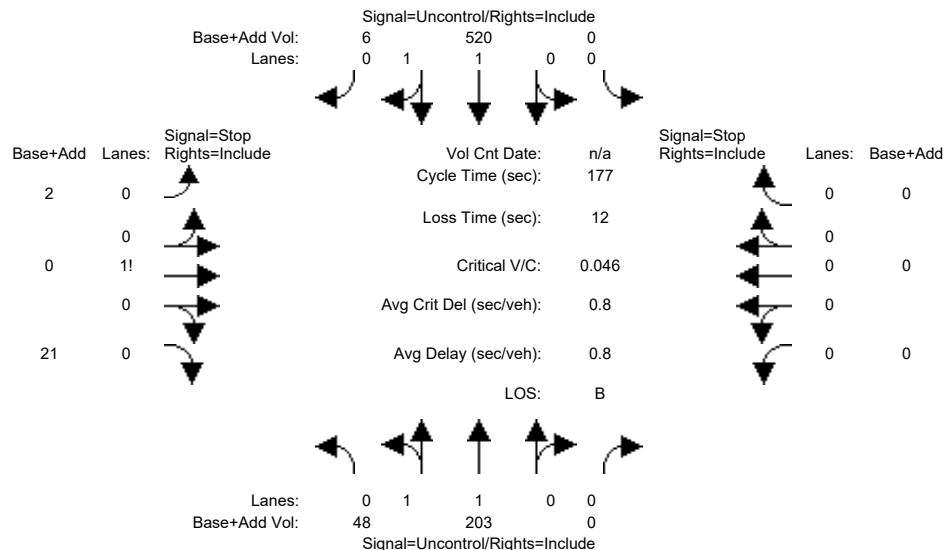
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.83	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.32	0.68	1.00	0.93	0.07	2.00	1.00	3.85	0.15	1.00	2.79	0.21
Final Sat.:	2333	1217	1750	1680	120	3150	1750	7237	262	1750	5213	387

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.07	0.07	0.09	0.22	0.34	0.34	0.02	0.23	0.23
Crit Moves:	****					****	****			****		
Green/Cycle:	0.06	0.06	0.06	0.14	0.14	0.14	0.35	0.66	0.66	0.07	0.38	0.38
Volume/Cap:	0.62	0.62	0.51	0.48	0.48	0.62	0.62	0.52	0.52	0.22	0.62	0.62
Uniform Del:	82.1	82.1	81.5	71.6	71.6	73.1	48.0	16.1	16.1	78.4	45.6	45.6
IncrementDel:	5.1	5.1	3.9	1.5	1.5	2.7	1.9	0.1	0.1	0.8	0.6	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	87.2	87.2	85.4	73.1	73.1	75.8	49.9	16.2	16.2	79.2	46.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.2	87.2	85.4	73.1	73.1	75.8	49.9	16.2	16.2	79.2	46.1	46.1
LOS by Move:	F	F	F	E	E	E	D	B	B	E	D	D
HCM2k95thQ:	10	10	8	13	13	17	32	31	31	3	33	33

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exsiting AM

Intersection #2: Abbott Ave & Valley Way



Street Name:	Abbott Ave				Valley Way			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T
Volume Module:								
Base Vol:	48	203	0	0	520	6	2	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	203	0	0	520	6	2	0
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	48	203	0	0	520	6	2	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	203	0	0	520	6	2	0
Reduct Vol:	0	0	0	0	0	0	0	0
FinalVolume:	48	203	0	0	520	6	2	0
Critical Gap Module:								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0
Capacity Module:								
Cnflct Vol:	526	xxxx	xxxxx	xxxxx	xxxx	xxxxx	721	822
Potent Cap.:	1051	xxxx	xxxxx	xxxxx	xxxx	xxxxx	367	311
Move Cap.:	1051	xxxx	xxxxx	xxxxx	xxxx	xxxxx	354	297
Volume/Cap:	0.05	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.01	0.00
Level Of Service Module:								
2Way95thQ:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx
LOS by Move:	A	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx
Shrd ConDel:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.5	xxxx
Shared LOS:	A	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.5	xxxxxx
ApproachLOS:	*			*			B	*

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #2 Abbott Ave & Valley Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 1 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	48 203 0	0 520 6	2 0 21	0 0 0
ApproachDel:	xxxxxx	xxxxxx	10.5	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=23]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=800]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 Abbott Ave & Valley Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 1 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	48 203 0	0 520 6	2 0 21	0 0 0

Major Street Volume: 777

Minor Approach Volume: 23

Minor Approach Volume Threshold: 372

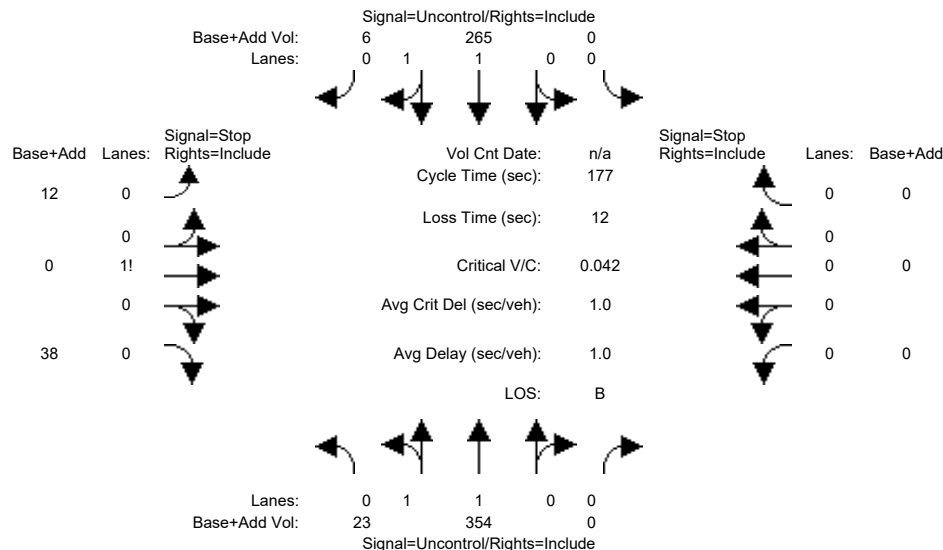
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Exsiting PM

Intersection #2: Abbott Ave & Valley Way



Street Name:	Abbott Ave						Valley Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- -----												
Volume Module:												
Base Vol:	23	354	0	0	265	6	12	0	38	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	354	0	0	265	6	12	0	38	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	354	0	0	265	6	12	0	38	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	354	0	0	265	6	12	0	38	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	354	0	0	265	6	12	0	38	0	0	0
----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	271	xxxx	xxxxx	xxxx	xxxx	xxxxx	491	668	136	xxxx	xxxx	xxxxx
Potent Cap.:	1304	xxxx	xxxxx	xxxx	xxxx	xxxxx	512	382	895	xxxx	xxxx	xxxxx
Move Cap.:	1304	xxxx	xxxxx	xxxx	xxxx	xxxxx	505	375	895	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.04	xxxx	xxxx	xxxx
----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	755	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.1			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #2 Abbott Ave & Valley Way

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 1 1 0 0      0 0 1 1 0      0 0 1! 0 0      0 0 0 0 0
Initial Vol:    23 354      0 0 265 6      12 0 38      0 0 0 0
ApproachDel:    xxxxxx      xxxxxx      10.1      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=698]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 Abbott Ave & Valley Way

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 1 1 0 0      0 0 1 1 0      0 0 1! 0 0      0 0 0 0 0
Initial Vol:    23 354      0 0 265 6      12 0 38      0 0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 648

Minor Approach Volume: 50

Minor Approach Volume Threshold: 434

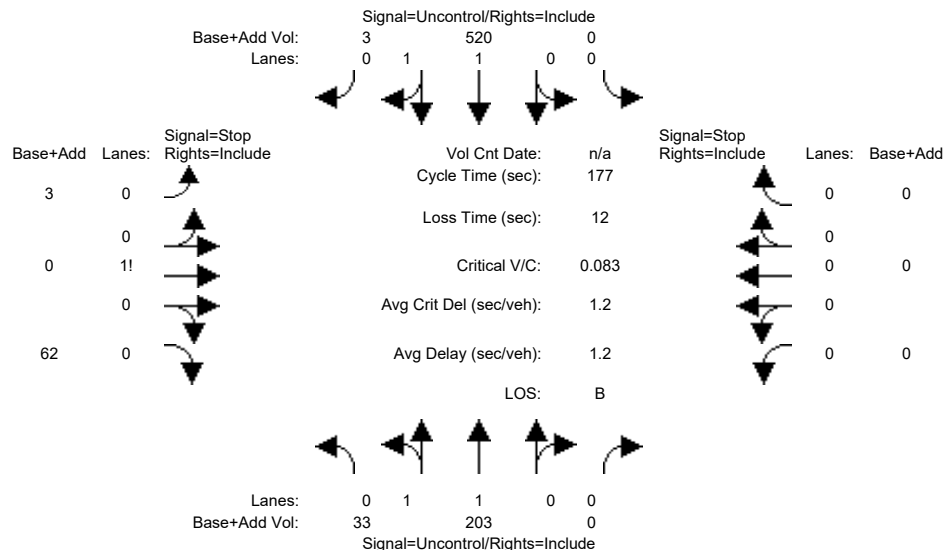
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
ExsitingProj AM

Intersection #2: Abbott Ave & Valley Way



Street Name:	Abbott Ave						Valley Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	48	203	0	0	520	6	2	0	21	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	203	0	0	520	6	2	0	21	0	0	0
Added Vol:	-15	0	0	0	0	-3	1	0	41	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	203	0	0	520	3	3	0	62	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	203	0	0	520	3	3	0	62	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	33	203	0	0	520	3	3	0	62	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	523	xxxx	xxxxx	xxxx	xxxx	xxxxx	689	791	262	xxxx	xxxx	xxxxx
Potent Cap.:	1054	xxxx	xxxxx	xxxx	xxxx	xxxxx	384	325	743	xxxx	xxxx	xxxxx
Move Cap.:	1054	xxxx	xxxxx	xxxx	xxxx	xxxxx	375	314	743	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.08	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	711	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.6	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	B	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #2 Abbott Ave & Valley Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 1 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	33 203 0	0 520 3	3 0 62	0 0 0
ApproachDel:	xxxxxx	xxxxxx	10.6	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=65]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=824]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 Abbott Ave & Valley Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 1 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	33 203 0	0 520 3	3 0 62	0 0 0

Major Street Volume: 759

Minor Approach Volume: 65

Minor Approach Volume Threshold: 380

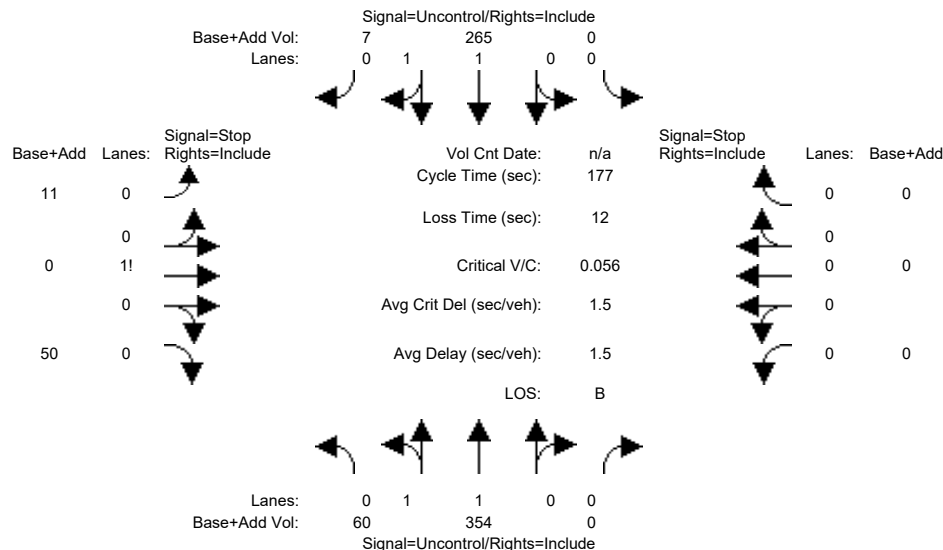
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
ExsitingProj PM

Intersection #2: Abbott Ave & Valley Way



Street Name: Abbott Ave Valley Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	23	354	0	0	265	6	12	0	38	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	354	0	0	265	6	12	0	38	0	0	0
Added Vol:	37	0	0	0	0	1	-1	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	354	0	0	265	7	11	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	354	0	0	265	7	11	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	60	354	0	0	265	7	11	0	50	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	272	xxxx	xxxxx	xxxx	xxxx	xxxxx	566	743	136	xxxx	xxxx	xxxxx
Potent Cap.:	1303	xxxx	xxxxx	xxxx	xxxx	xxxxx	459	346	894	xxxx	xxxx	xxxxx
Move Cap.:	1303	xxxx	xxxxx	xxxx	xxxx	xxxxx	443	329	894	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.06	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	755	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx							10.2				
ApproachLOS:	*							B				*

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #2 Abbott Ave & Valley Way

Future Volume Alternative: Peak Hour Warrant NOT Met


```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 1 1 0 0      0 0 1 1 0      0 0 1! 0 0      0 0 0 0 0
Initial Vol:    60 354 0      0 265 7      11 0 50      0 0 0
ApproachDel:    xxxxxx      xxxxxx      10.2      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=61]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=747]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 Abbott Ave & Valley Way

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 1 1 0 0      0 0 1 1 0      0 0 1! 0 0      0 0 0 0 0
Initial Vol:    60 354 0      0 265 7      11 0 50      0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 686

Minor Approach Volume: 61

Minor Approach Volume Threshold: 415

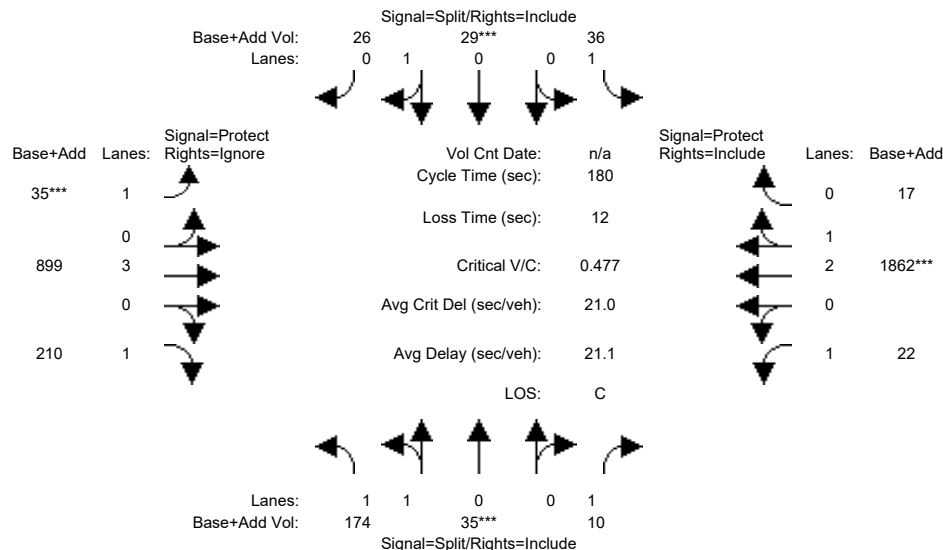
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exsiting AM

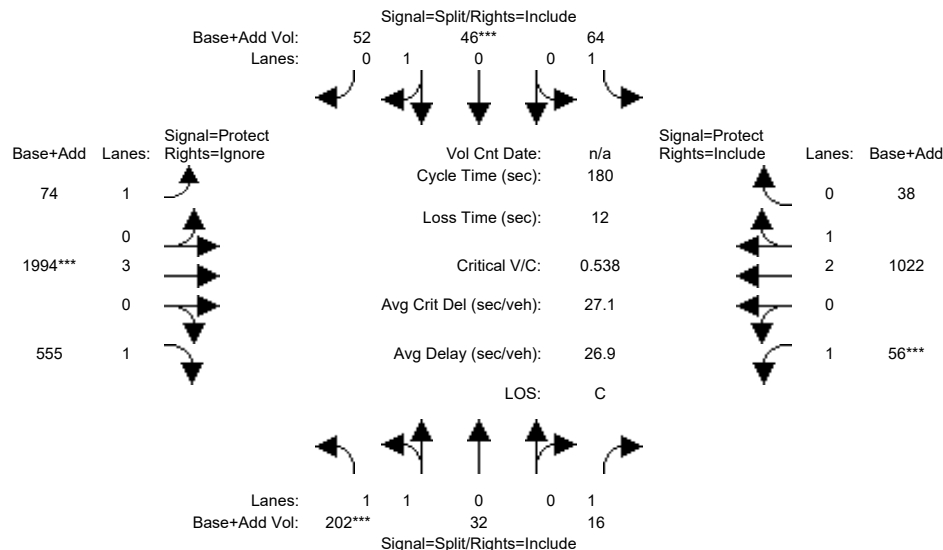
Intersection #3: Serra and Calaveras



Street Name:	Serra Way						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	174	35	10	36	29	26	35	899	210	22	1862	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	35	10	36	29	26	35	899	210	22	1862	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	35	10	36	29	26	35	899	210	22	1862	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	174	35	10	36	29	26	35	899	0	22	1862	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	35	10	36	29	26	35	899	0	22	1862	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	174	35	10	36	29	26	35	899	0	22	1862	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.67	0.33	1.00	1.00	0.53	0.47	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2955	594	1750	1750	949	851	1750	5700	1750	1750	5549	51
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.01	0.02	0.03	0.03	0.02	0.16	0.00	0.01	0.34	0.34
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.12	0.12	0.06	0.06	0.06	0.04	0.60	0.00	0.15	0.70	0.70
Volume/Cap:	0.48	0.48	0.05	0.32	0.48	0.48	0.48	0.26	0.00	0.09	0.48	0.48
Uniform Del:	73.5	73.5	69.5	80.5	81.3	81.3	84.3	17.2	0.0	66.2	11.9	11.9
IncrementDel:	0.8	0.8	0.1	1.7	3.1	3.1	4.8	0.0	0.0	0.1	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	74.3	74.3	69.6	82.1	84.4	84.4	89.1	17.3	0.0	66.4	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.3	74.3	69.6	82.1	84.4	84.4	89.1	17.3	0.0	66.4	12.0	12.0
LOS by Move:	E	E	E	F	F	F	F	B	A	E	B	B
HCM2k95thQ:	11	11	1	5	7	7	4	14	0	2	26	26
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exsiting PM

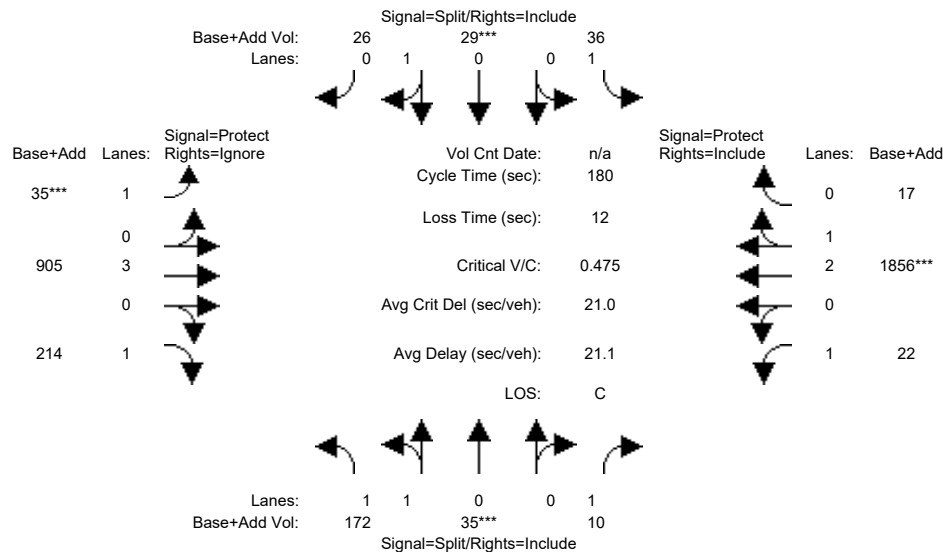
Intersection #3: Serra and Calaveras



Street Name:	Serra Way						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	202	32	16	64	46	52	74	1994	555	56	1022	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	32	16	64	46	52	74	1994	555	56	1022	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	32	16	64	46	52	74	1994	555	56	1022	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	202	32	16	64	46	52	74	1994	0	56	1022	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	32	16	64	46	52	74	1994	0	56	1022	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	202	32	16	64	46	52	74	1994	0	56	1022	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.73	0.27	1.00	1.00	0.47	0.53	1.00	3.00	1.00	1.00	2.89	0.11
Final Sat.:	3064	485	1750	1750	845	955	1750	5700	1750	1750	5399	201
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.01	0.04	0.05	0.05	0.04	0.35	0.00	0.03	0.19	0.19
Crit Moves:	***				***			***			***	
Green/Cycle:	0.12	0.12	0.12	0.10	0.10	0.10	0.13	0.65	0.00	0.06	0.58	0.58
Volume/Cap:	0.54	0.54	0.07	0.36	0.54	0.54	0.33	0.54	0.00	0.54	0.33	0.33
Uniform Del:	74.2	74.2	69.9	75.5	76.9	76.9	71.2	16.9	0.0	82.2	19.6	19.6
IncrementDel:	1.3	1.3	0.1	1.3	3.2	3.2	0.8	0.2	0.0	5.5	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	75.5	75.5	70.1	76.7	80.1	80.1	72.0	17.1	0.0	87.8	19.6	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.5	75.5	70.1	76.7	80.1	80.1	72.0	17.1	0.0	87.8	19.6	19.6
LOS by Move:	E	E	E	E	F	F	E	B	A	F	B	B
HCM2k95thQ:	12	12	2	8	12	12	8	33	0	6	18	18
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
ExsitingProj AM

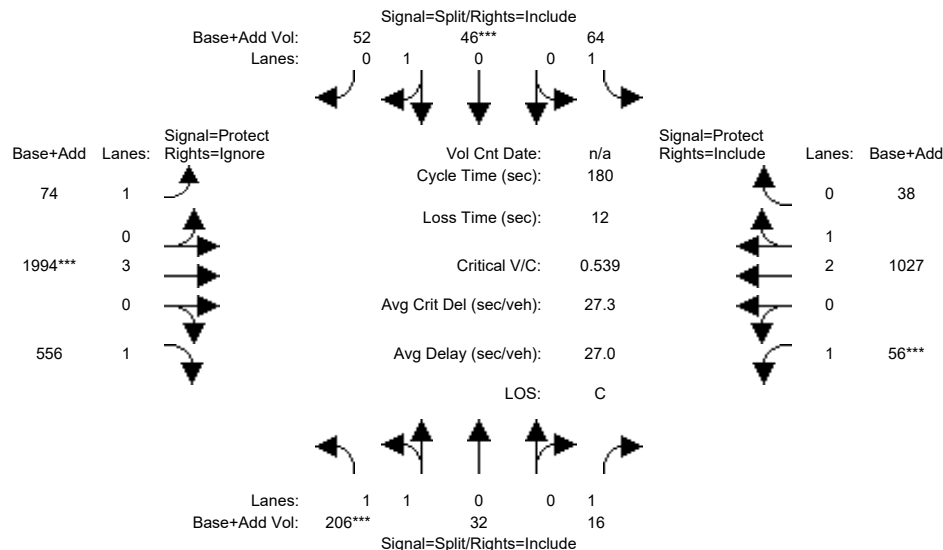
Intersection #3: Serra and Calaveras



Street Name:	Serra Way						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	174	35	10	36	29	26	35	899	210	22	1862	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	35	10	36	29	26	35	899	210	22	1862	17
Added Vol:	-2	0	0	0	0	0	0	6	4	0	-6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	35	10	36	29	26	35	905	214	22	1856	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	172	35	10	36	29	26	35	905	0	22	1856	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	35	10	36	29	26	35	905	0	22	1856	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	172	35	10	36	29	26	35	905	0	22	1856	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.67	0.33	1.00	1.00	0.53	0.47	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2950	600	1750	1750	949	851	1750	5700	1750	1750	5549	51
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.01	0.02	0.03	0.03	0.02	0.16	0.00	0.01	0.33	0.33
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.12	0.12	0.06	0.06	0.06	0.04	0.60	0.00	0.15	0.70	0.70
Volume/Cap:	0.48	0.48	0.05	0.32	0.48	0.48	0.48	0.26	0.00	0.09	0.48	0.48
Uniform Del:	73.5	73.5	69.7	80.4	81.3	81.3	84.3	17.2	0.0	66.3	11.8	11.8
IncrcmntDel:	0.8	0.8	0.1	1.6	3.1	3.1	4.8	0.0	0.0	0.1	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	74.4	74.4	69.7	82.1	84.3	84.3	89.0	17.2	0.0	66.5	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	74.4	69.7	82.1	84.3	84.3	89.0	17.2	0.0	66.5	11.9	11.9
LOS by Move:	E	E	E	F	F	F	F	B	A	E	B	B
HCM2k95thQ:	11	11	1	5	7	7	4	14	0	2	26	26
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
ExsitingProj PM

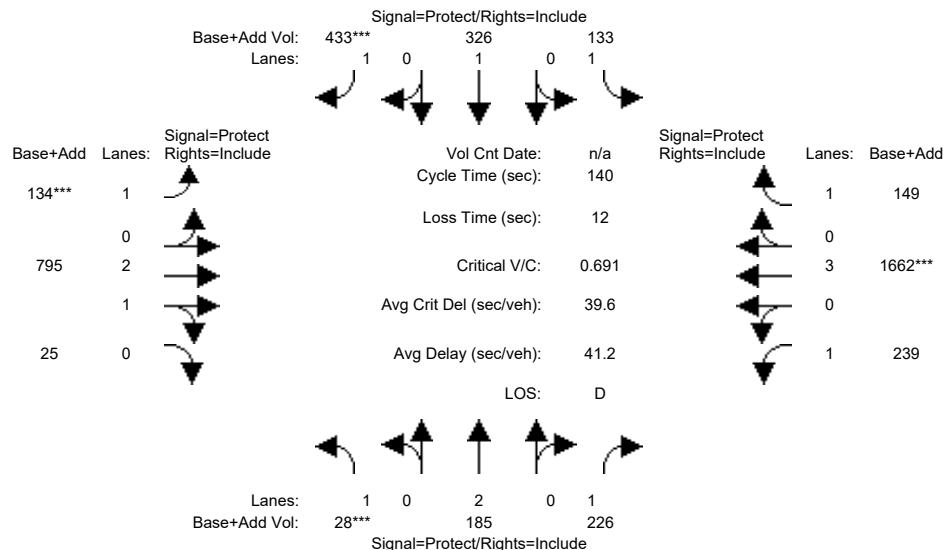
Intersection #3: Serra and Calaveras



Street Name:	Serra Way						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	202	32	16	64	46	52	74	1994	555	56	1022	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	32	16	64	46	52	74	1994	555	56	1022	38
Added Vol:	4	0	0	0	0	0	0	0	1	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	32	16	64	46	52	74	1994	556	56	1027	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	206	32	16	64	46	52	74	1994	0	56	1027	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	32	16	64	46	52	74	1994	0	56	1027	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	206	32	16	64	46	52	74	1994	0	56	1027	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.73	0.27	1.00	1.00	0.47	0.53	1.00	3.00	1.00	1.00	2.89	0.11
Final Sat.:	3073	477	1750	1750	845	955	1750	5700	1750	1750	5400	200
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.01	0.04	0.05	0.05	0.04	0.35	0.00	0.03	0.19	0.19
Crit Moves:	***				***			***			***	
Green/Cycle:	0.12	0.12	0.12	0.10	0.10	0.10	0.13	0.65	0.00	0.06	0.58	0.58
Volume/Cap:	0.54	0.54	0.07	0.36	0.54	0.54	0.33	0.54	0.00	0.54	0.33	0.33
Uniform Del:	74.0	74.0	69.6	75.5	76.9	76.9	71.3	17.1	0.0	82.3	19.7	19.7
IncrementDel:	1.3	1.3	0.1	1.3	3.2	3.2	0.9	0.2	0.0	5.6	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	75.3	75.3	69.8	76.8	80.2	80.2	72.2	17.2	0.0	87.9	19.7	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.3	75.3	69.8	76.8	80.2	80.2	72.2	17.2	0.0	87.9	19.7	19.7
LOS by Move:	E	E	E	E	F	F	E	B	A	F	B	B
HCM2k95thQ:	12	12	2	8	12	12	8	33	0	6	18	18
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exsiting AM

Intersection #701: SR 237 - Abel



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	28	185	226	133	326	433	134	795	25	239	1662	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	185	226	133	326	433	134	795	25	239	1662	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	185	226	133	326	433	134	795	25	239	1662	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	185	226	133	326	433	134	795	25	239	1662	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	185	226	133	326	433	134	795	25	239	1662	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	185	226	133	326	433	134	795	25	239	1662	149

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5429	171	1750	5700	1750

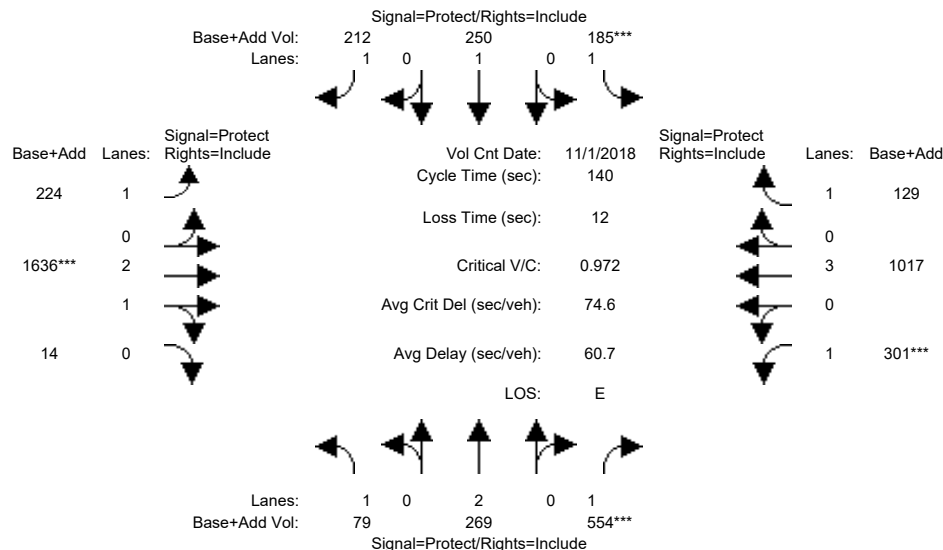
Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.13	0.08	0.17	0.25	0.08	0.15	0.15	0.14	0.29	0.09
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.25	0.25	0.15	0.35	0.35	0.11	0.27	0.27	0.25	0.41	0.41
Volume/Cap:	0.32	0.19	0.52	0.52	0.49	0.71	0.71	0.55	0.55	0.55	0.71	0.21
Uniform Del:	64.2	41.4	45.2	55.1	36.0	39.6	60.4	44.0	44.0	45.7	34.5	26.7
IncrcmntDel:	2.1	0.1	1.1	1.8	0.6	4.0	12.1	0.4	0.4	1.5	1.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.3	41.5	46.3	56.9	36.6	43.6	72.4	44.4	44.4	47.1	35.5	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	41.5	46.3	56.9	36.6	43.6	72.4	44.4	44.4	47.1	35.5	26.8
LOS by Move:	E	D	D	E	D	D	E	D	D	D	D	C
HCM2k95thQ:	3	6	16	12	20	31	12	18	18	18	34	9

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

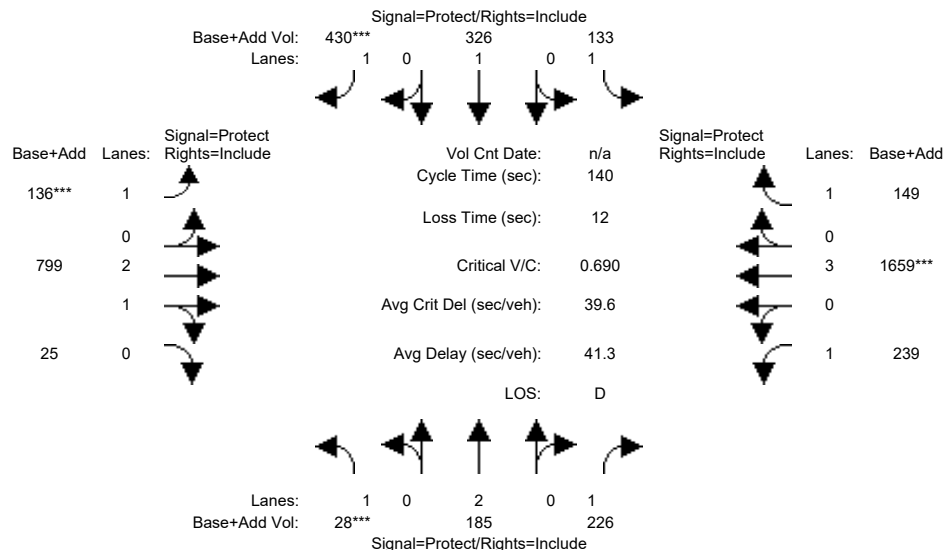
Intersection #701: SR 237 - Abel



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	79	269	554	185	250	212	224	1636	14	301	1017	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	269	554	185	250	212	224	1636	14	301	1017	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	269	554	185	250	212	224	1636	14	301	1017	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	269	554	185	250	212	224	1636	14	301	1017	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	269	554	185	250	212	224	1636	14	301	1017	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	79	269	554	185	250	212	224	1636	14	301	1017	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5552	48	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.32	0.11	0.13	0.12	0.13	0.29	0.29	0.17	0.18	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.33	0.33	0.11	0.31	0.31	0.20	0.30	0.30	0.18	0.28	0.28
Volume/Cap:	0.38	0.22	0.97	0.97	0.42	0.38	0.64	0.97	0.97	0.97	0.64	0.26
Uniform Del:	56.8	34.3	46.6	62.2	37.9	37.4	51.3	48.2	48.2	57.3	44.2	39.2
IncrementDel:	1.1	0.1	30.6	57.0	0.5	0.4	3.9	15.7	15.7	43.5	0.9	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.0	34.4	77.2	119.1	38.3	37.9	55.2	63.9	63.9	100.7	45.1	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	34.4	77.2	119.1	38.3	37.9	55.2	63.9	63.9	100.7	45.1	39.5
LOS by Move:	E	C	E	F	D	D	E	E	E	F	D	D
HCM2k95thQ:	7	8	47	22	16	14	17	44	44	32	24	9
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
ExsitingProj AM

Intersection #701: SR 237 - Abel



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	28	185	226	133	326	433	134	795	25	239	1662	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	185	226	133	326	433	134	795	25	239	1662	149
Added Vol:	0	0	0	0	0	-3	2	4	0	0	-3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	185	226	133	326	430	136	799	25	239	1659	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	185	226	133	326	430	136	799	25	239	1659	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	185	226	133	326	430	136	799	25	239	1659	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	185	226	133	326	430	136	799	25	239	1659	149

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5430	170	1750	5700	1750

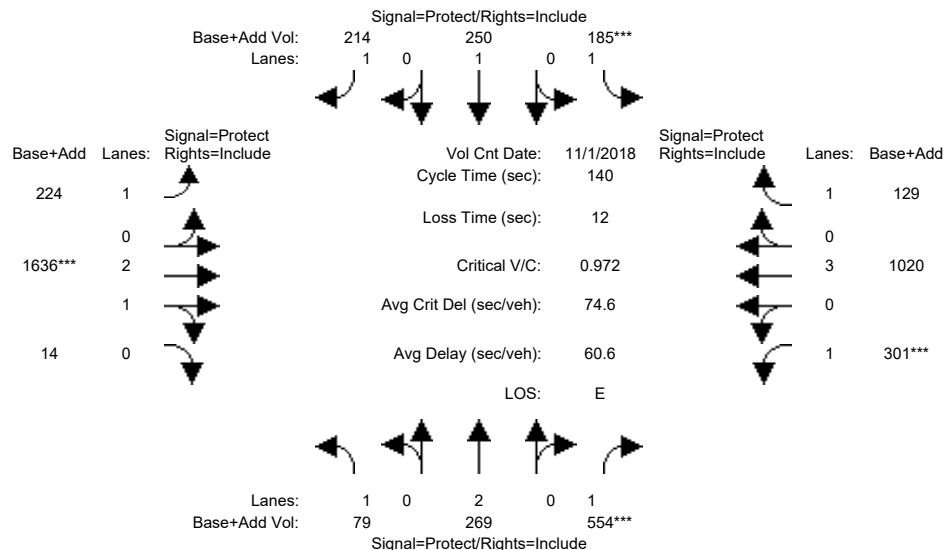
Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.13	0.08	0.17	0.25	0.08	0.15	0.15	0.14	0.29	0.09
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.25	0.25	0.15	0.35	0.35	0.11	0.27	0.27	0.25	0.41	0.41
Volume/Cap:	0.32	0.20	0.52	0.52	0.50	0.71	0.71	0.55	0.55	0.55	0.71	0.21
Uniform Del:	64.2	41.5	45.3	55.2	36.2	39.7	60.2	43.9	43.9	45.6	34.4	26.7
IncramntDel:	2.1	0.1	1.1	1.9	0.6	3.9	11.8	0.4	0.4	1.5	1.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.3	41.6	46.4	57.0	36.8	43.7	72.0	44.3	44.3	47.1	35.5	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	41.6	46.4	57.0	36.8	43.7	72.0	44.3	44.3	47.1	35.5	26.8
LOS by Move:	E	D	D	E	D	D	E	D	D	D	D	C
HCM2k95thQ:	3	6	16	12	20	31	12	18	18	18	34	9

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
ExsitingProj PM

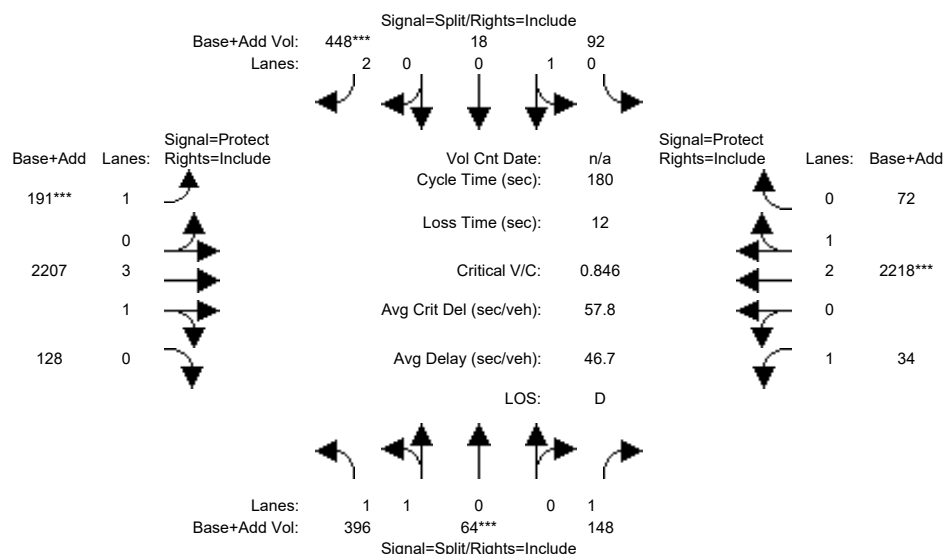
Intersection #701: SR 237 - Abel



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	79	269	554	185	250	212	224	1636	14	301	1017	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	269	554	185	250	212	224	1636	14	301	1017	129
Added Vol:	0	0	0	0	0	2	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	269	554	185	250	214	224	1636	14	301	1020	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	269	554	185	250	214	224	1636	14	301	1020	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	269	554	185	250	214	224	1636	14	301	1020	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	269	554	185	250	214	224	1636	14	301	1020	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5552	48	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.32	0.11	0.13	0.12	0.13	0.29	0.29	0.17	0.18	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.33	0.33	0.11	0.31	0.31	0.20	0.30	0.30	0.18	0.28	0.28
Volume/Cap:	0.38	0.22	0.97	0.97	0.42	0.39	0.64	0.97	0.97	0.97	0.64	0.26
Uniform Del:	56.8	34.3	46.6	62.2	37.9	37.5	51.4	48.2	48.2	57.3	44.2	39.2
IncramntDel:	1.1	0.1	30.6	57.0	0.5	0.5	3.9	15.7	15.7	43.5	0.9	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.0	34.4	77.2	119.1	38.3	37.9	55.3	63.9	63.9	100.7	45.1	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	34.4	77.2	119.1	38.3	37.9	55.3	63.9	63.9	100.7	45.1	39.5
LOS by Move:	E	C	E	F	D	D	E	E	E	F	D	D
HCM2k95thQ:	7	8	47	22	16	15	17	44	44	32	24	9
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1: Abbott and Calaveras



Street Name:	Abbott Ave						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	396	64	148	92	18	448	191	2207	128	34	2218	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	396	64	148	92	18	448	191	2207	128	34	2218	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	396	64	148	92	18	448	191	2207	128	34	2218	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	396	64	148	92	18	448	191	2207	128	34	2218	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	64	148	92	18	448	191	2207	128	34	2218	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	396	64	148	92	18	448	191	2207	128	34	2218	72

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.83	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.73	0.27	1.00	0.84	0.16	2.00	1.00	3.77	0.23	1.00	2.90	0.10
Final Sat.:	3056	494	1750	1505	295	3150	1750	7088	411	1750	5424	176

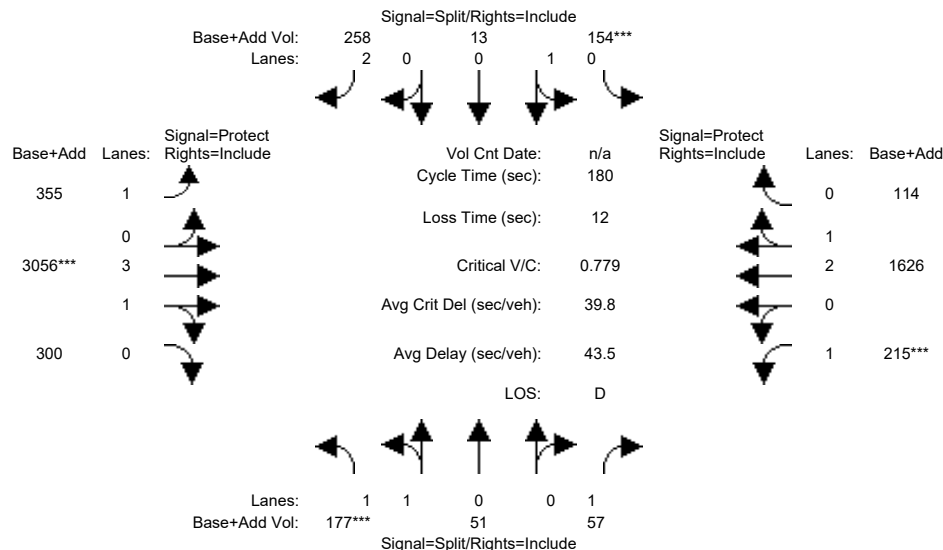
Capacity Analysis Module:

Vol/Sat:	0.13	0.13	0.08	0.06	0.06	0.14	0.11	0.31	0.31	0.02	0.41	0.41
Crit Moves:	****					****	****			****		
Green/Cycle:	0.15	0.15	0.15	0.17	0.17	0.17	0.13	0.54	0.54	0.07	0.48	0.48
Volume/Cap:	0.85	0.85	0.55	0.36	0.36	0.85	0.85	0.57	0.57	0.29	0.85	0.85
Uniform Del:	74.2	74.2	70.5	66.3	66.3	72.6	76.6	27.2	27.2	79.7	40.7	40.7
IncrementDel:	11.8	11.8	2.5	0.7	0.7	12.0	24.5	0.2	0.2	1.3	2.7	2.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.9	85.9	73.0	67.1	67.1	84.6	101.1	27.3	27.3	81.1	43.3	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.9	85.9	73.0	67.1	67.1	84.6	101.1	27.3	27.3	81.1	43.3	43.3
LOS by Move:	F	F	E	E	E	F	F	C	C	F	D	D
HCM2k95thQ:	27	27	16	11	11	29	24	35	35	4	59	59

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

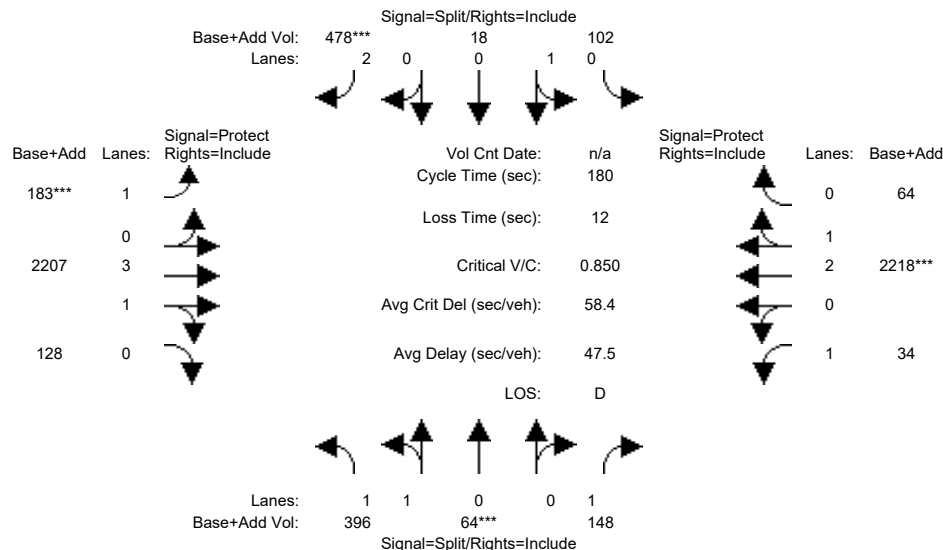
Intersection #1: Abbott and Calaveras



Street Name:	Abbott Ave						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	177	51	57	154	13	258	355	3056	300	215	1626	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	51	57	154	13	258	355	3056	300	215	1626	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	51	57	154	13	258	355	3056	300	215	1626	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	51	57	154	13	258	355	3056	300	215	1626	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	51	57	154	13	258	355	3056	300	215	1626	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	177	51	57	154	13	258	355	3056	300	215	1626	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.83	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.56	0.44	1.00	0.92	0.08	2.00	1.00	3.63	0.37	1.00	2.80	0.20
Final Sat.:	2756	794	1750	1660	140	3150	1750	6828	670	1750	5233	367
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.09	0.09	0.08	0.20	0.45	0.45	0.12	0.31	0.31
Crit Moves:	***			***			***			***		
Green/Cycle:	0.08	0.08	0.08	0.12	0.12	0.12	0.29	0.57	0.57	0.16	0.44	0.44
Volume/Cap:	0.78	0.78	0.40	0.78	0.78	0.69	0.70	0.78	0.78	0.78	0.70	0.70
Uniform Del:	81.0	81.0	78.3	77.0	77.0	76.1	57.1	29.5	29.5	72.8	40.5	40.5
IncrementDel:	12.6	12.6	1.8	16.6	16.6	5.3	4.4	1.0	1.0	13.2	0.9	0.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	93.5	93.5	80.1	93.5	93.5	81.4	61.5	30.5	30.5	86.0	41.5	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.5	93.5	80.1	93.5	93.5	81.4	61.5	30.5	30.5	86.0	41.5	41.5
LOS by Move:	F	F	F	F	F	F	E	C	C	F	D	D
HCM2k95thQ:	16	16	7	20	20	17	33	57	57	23	42	42
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Proj AM

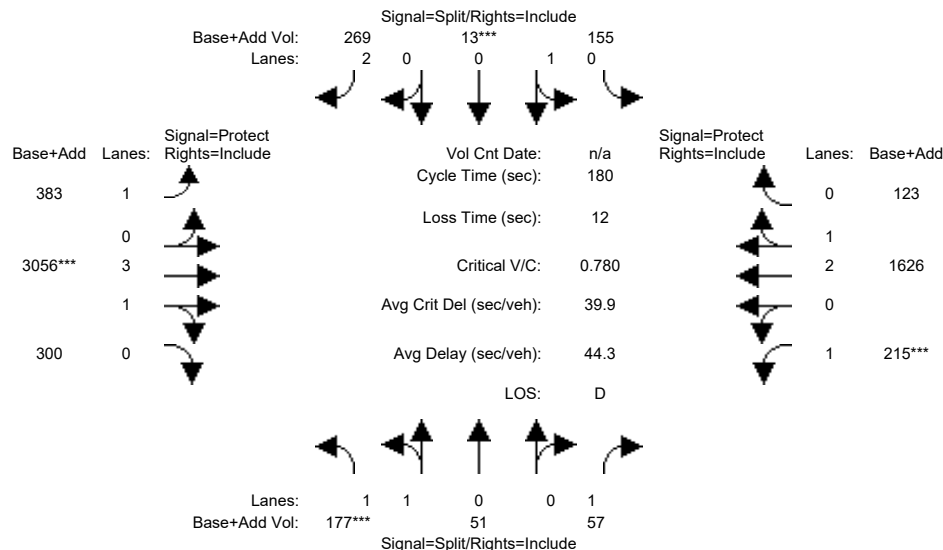
Intersection #1: Abbott and Calaveras



Street Name:	Abbott Ave						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	396	64	148	92	18	448	191	2207	128	34	2218	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	396	64	148	92	18	448	191	2207	128	34	2218	72
Added Vol:	0	0	0	10	0	30	-8	0	0	0	0	-8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	396	64	148	102	18	478	183	2207	128	34	2218	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	396	64	148	102	18	478	183	2207	128	34	2218	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	64	148	102	18	478	183	2207	128	34	2218	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	396	64	148	102	18	478	183	2207	128	34	2218	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.83	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.73	0.27	1.00	0.85	0.15	2.00	1.00	3.77	0.23	1.00	2.91	0.09
Final Sat.:	3056	494	1750	1530	270	3150	1750	7088	411	1750	5443	157
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.08	0.07	0.07	0.15	0.10	0.31	0.31	0.02	0.41	0.41
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.15	0.15	0.18	0.18	0.18	0.12	0.54	0.54	0.07	0.48	0.48
Volume/Cap:	0.85	0.85	0.55	0.37	0.37	0.85	0.85	0.58	0.58	0.29	0.85	0.85
Uniform Del:	74.3	74.3	70.6	65.1	65.1	71.6	77.3	28.2	28.2	79.9	41.2	41.2
IncrementDel:	12.1	12.1	2.6	0.7	0.7	11.8	26.0	0.2	0.2	1.4	2.8	2.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	86.4	86.4	73.2	65.8	65.8	83.4	103.3	28.4	28.4	81.3	43.9	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.4	86.4	73.2	65.8	65.8	83.4	103.3	28.4	28.4	81.3	43.9	43.9
LOS by Move:	F	F	E	E	E	F	F	C	C	F	D	D
HCM2k95thQ:	27	27	16	12	12	30	23	36	36	4	59	59
Note:	Queue reported is the number of cars per lane.											

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Proj PM

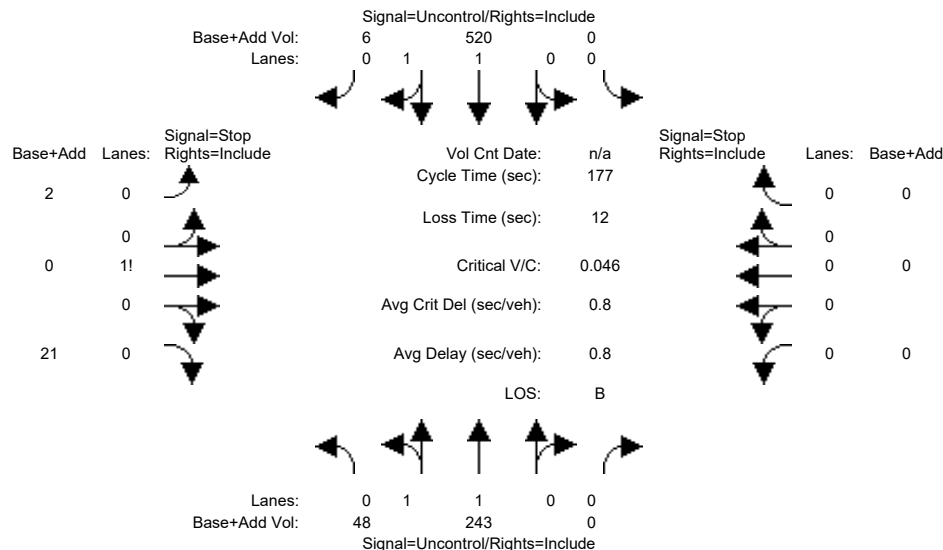
Intersection #1: Abbott and Calaveras



Street Name:	Abbott Ave						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	177	51	57	154	13	258	355	3056	300	215	1626	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	51	57	154	13	258	355	3056	300	215	1626	114
Added Vol:	0	0	0	1	0	11	28	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	51	57	155	13	269	383	3056	300	215	1626	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	51	57	155	13	269	383	3056	300	215	1626	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	51	57	155	13	269	383	3056	300	215	1626	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	177	51	57	155	13	269	383	3056	300	215	1626	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.83	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.56	0.44	1.00	0.92	0.08	2.00	1.00	3.63	0.37	1.00	2.78	0.22
Final Sat.:	2756	794	1750	1661	139	3150	1750	6828	670	1750	5206	394
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.09	0.09	0.09	0.22	0.45	0.45	0.12	0.31	0.31
Crit Moves:	***				***		***			***		
Green/Cycle:	0.08	0.08	0.08	0.12	0.12	0.12	0.30	0.57	0.57	0.16	0.43	0.43
Volume/Cap:	0.78	0.78	0.40	0.78	0.78	0.71	0.73	0.78	0.78	0.78	0.73	0.73
Uniform Del:	81.0	81.0	78.3	76.9	76.9	76.3	56.2	29.6	29.6	72.8	42.5	42.5
IncrementDel:	12.6	12.6	1.8	16.5	16.5	6.3	5.0	1.0	1.0	13.3	1.1	1.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	93.6	93.6	80.1	93.5	93.5	82.6	61.3	30.5	30.5	86.1	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.6	93.6	80.1	93.5	93.5	82.6	61.3	30.5	30.5	86.1	43.7	43.7
LOS by Move:	F	F	F	F	F	F	E	C	C	F	D	D
HCM2k95thQ:	16	16	7	20	20	18	35	57	57	23	44	44
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative AM

Intersection #2: Abbott Ave & Valley Way



Street Name: Abbott Ave Valley Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	48	243	0	0	520	6	2	0	21	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	243	0	0	520	6	2	0	21	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	243	0	0	520	6	2	0	21	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	243	0	0	520	6	2	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	48	243	0	0	520	6	2	0	21	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	526	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	741	862	263	xxxx	xxxx	xxxxxx
Potent Cap.:	1051	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	356	295	742	xxxx	xxxx	xxxxxx
Move Cap.:	1051	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	343	281	742	xxxx	xxxx	xxxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.03	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	674	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	8.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.5	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	B	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #2 Abbott Ave & Valley Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 1 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	48 243 0	0 520 6	2 0 21	0 0 0
ApproachDel:	xxxxxx	xxxxxx	10.5	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=23]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=840]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 Abbott Ave & Valley Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 1 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	48 243 0	0 520 6	2 0 21	0 0 0

Major Street Volume: 817

Minor Approach Volume: 23

Minor Approach Volume Threshold: 354

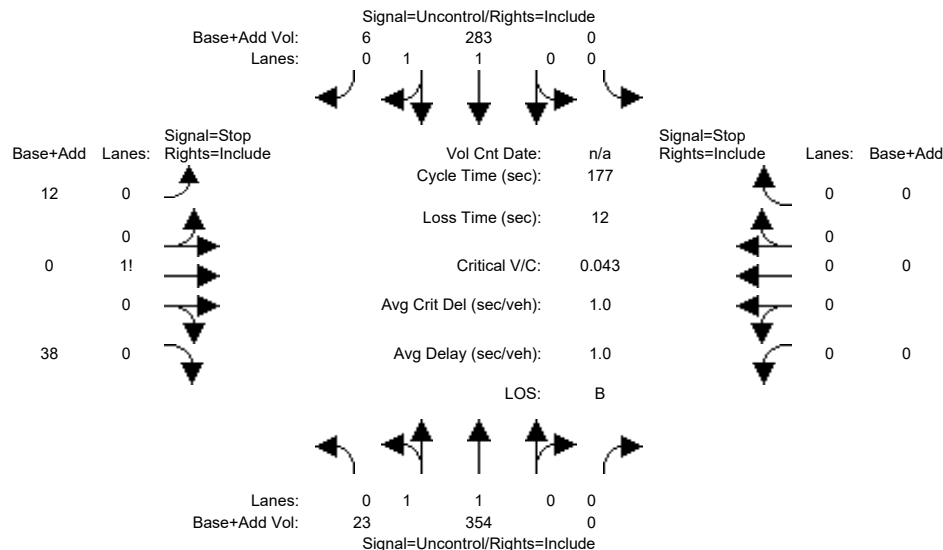
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PM

Intersection #2: Abbott Ave & Valley Way



Street Name:	Abbott Ave						Valley Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	23	354	0	0	283	6	12	0	38	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	354	0	0	283	6	12	0	38	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	354	0	0	283	6	12	0	38	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	354	0	0	283	6	12	0	38	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	354	0	0	283	6	12	0	38	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	289	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	509	686	145	xxxx	xxxx	xxxxxx
Potent Cap.:	1284	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	499	373	883	xxxx	xxxx	xxxxxx
Move Cap.:	1284	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	492	366	883	xxxx	xxxx	xxxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	741	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.2			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #2 Abbott Ave & Valley Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 1 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	23 354 0	0 283 6	12 0 38	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	10.2	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=716]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 Abbott Ave & Valley Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 1 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	23 354 0	0 283 6	12 0 38	0 0 0 0

Major Street Volume: 666

Minor Approach Volume: 50

Minor Approach Volume Threshold: 425

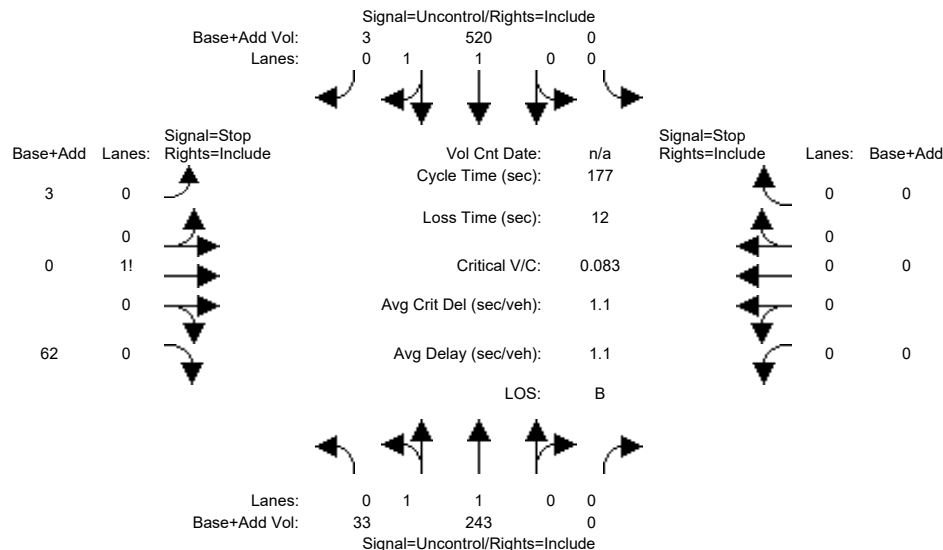
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative+Proj AM

Intersection #2: Abbott Ave & Valley Way



Street Name: Abbott Ave Valley Way
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	48	243	0	0	520	6	2	0	21	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	243	0	0	520	6	2	0	21	0	0	0
Added Vol:	-15	0	0	0	0	-3	1	0	41	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	243	0	0	520	3	3	0	62	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	243	0	0	520	3	3	0	62	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	33	243	0	0	520	3	3	0	62	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	523	xxxx	xxxxx	xxxx	xxxx	xxxxx	709	831	262	xxxx	xxxx	xxxxx
Potent Cap.:	1054	xxxx	xxxxx	xxxx	xxxx	xxxxx	373	308	743	xxxx	xxxx	xxxxx
Move Cap.:	1054	xxxx	xxxxx	xxxx	xxxx	xxxxx	364	298	743	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.08	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	709	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx							10.6				
ApproachLOS:	*							B				*

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #2 Abbott Ave & Valley Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 1 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	33 243 0	0 520 3	3 0 62	0 0 0
ApproachDel:	xxxxxx	xxxxxx	10.6	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=65]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=864]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 Abbott Ave & Valley Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 1 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	33 243 0	0 520 3	3 0 62	0 0 0

Major Street Volume: 799

Minor Approach Volume: 65

Minor Approach Volume Threshold: 362

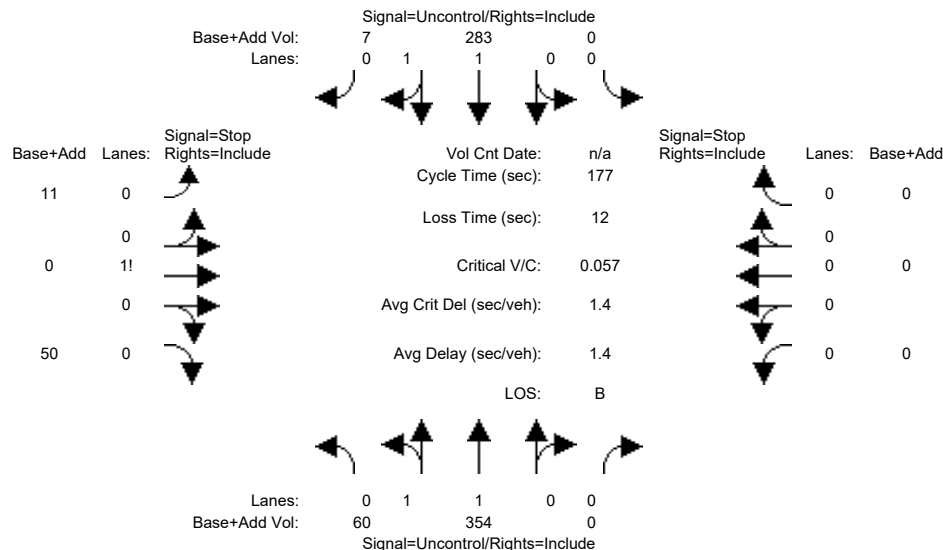
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative+Proj PM

Intersection #2: Abbott Ave & Valley Way



Street Name:	Abbott Ave						Valley Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	23	354	0	0	283	6	12	0	38	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	354	0	0	283	6	12	0	38	0	0	0
Added Vol:	37	0	0	0	0	1	-1	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	354	0	0	283	7	11	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	354	0	0	283	7	11	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	60	354	0	0	283	7	11	0	50	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	290	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	584	761	145	xxxx	xxxx	xxxxxx
Potent Cap.:	1283	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	448	338	882	xxxx	xxxx	xxxxxx
Move Cap.:	1283	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	431	321	882	xxxx	xxxx	xxxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	742	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	B	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #2 Abbott Ave & Valley Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 1 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	60 354 0	0 283 7	11 0 50	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	10.3	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=61]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=765]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 Abbott Ave & Valley Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 1 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	60 354 0	0 283 7	11 0 50	0 0 0 0

Major Street Volume: 704

Minor Approach Volume: 61

Minor Approach Volume Threshold: 406

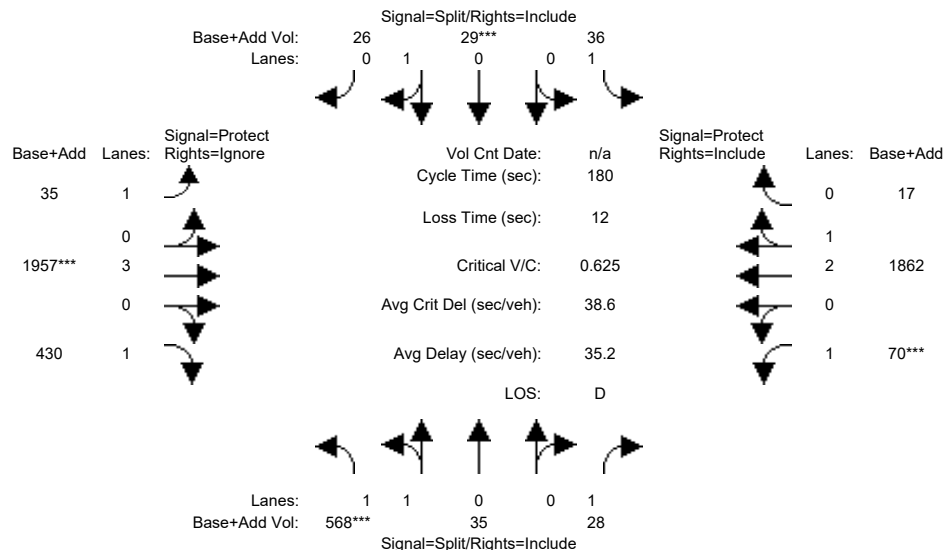
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

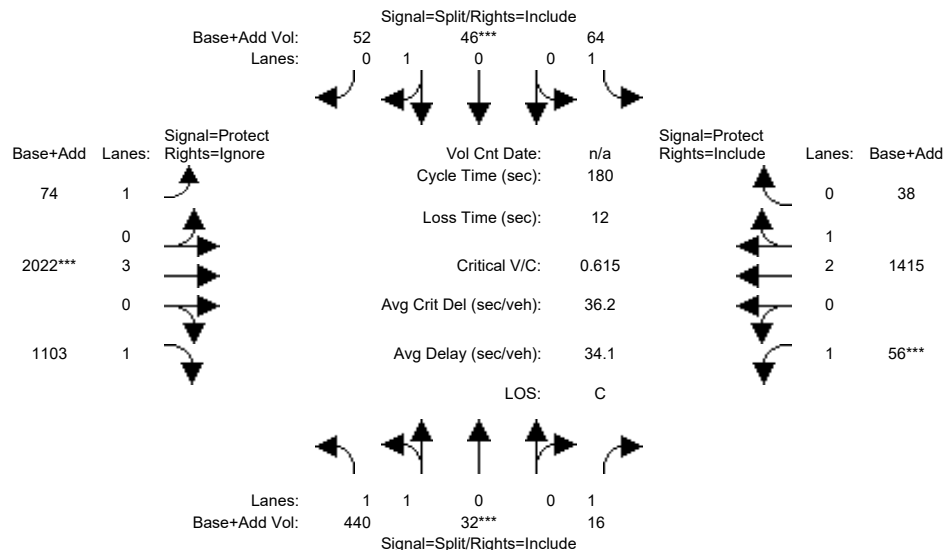
Intersection #3: Serra and Calaveras



Street Name:	Serra Way						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	568	35	28	36	29	26	35	1957	430	70	1862	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	568	35	28	36	29	26	35	1957	430	70	1862	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	568	35	28	36	29	26	35	1957	430	70	1862	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	568	35	28	36	29	26	35	1957	0	70	1862	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	568	35	28	36	29	26	35	1957	0	70	1862	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	568	35	28	36	29	26	35	1957	0	70	1862	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.89	0.11	1.00	1.00	0.53	0.47	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	3344	206	1750	1750	949	851	1750	5700	1750	1750	5549	51
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.02	0.02	0.03	0.03	0.02	0.34	0.00	0.04	0.34	0.34
Crit Moves:	***				***			***			***	
Green/Cycle:	0.27	0.27	0.27	0.06	0.06	0.06	0.06	0.54	0.00	0.06	0.55	0.55
Volume/Cap:	0.63	0.63	0.06	0.37	0.55	0.55	0.32	0.63	0.00	0.63	0.62	0.62
Uniform Del:	57.8	57.8	48.8	82.0	82.8	82.8	80.6	28.4	0.0	82.2	28.0	28.0
IncrementDel:	1.4	1.4	0.1	2.4	6.4	6.4	1.7	0.4	0.0	11.1	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	59.2	59.2	48.9	84.3	89.2	89.2	82.3	28.8	0.0	93.3	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	59.2	48.9	84.3	89.2	89.2	82.3	28.8	0.0	93.3	28.4	28.4
LOS by Move:	E	E	D	F	F	F	F	C	A	F	C	C
HCM2k95thQ:	27	27	2	5	8	8	4	40	0	8	37	37
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

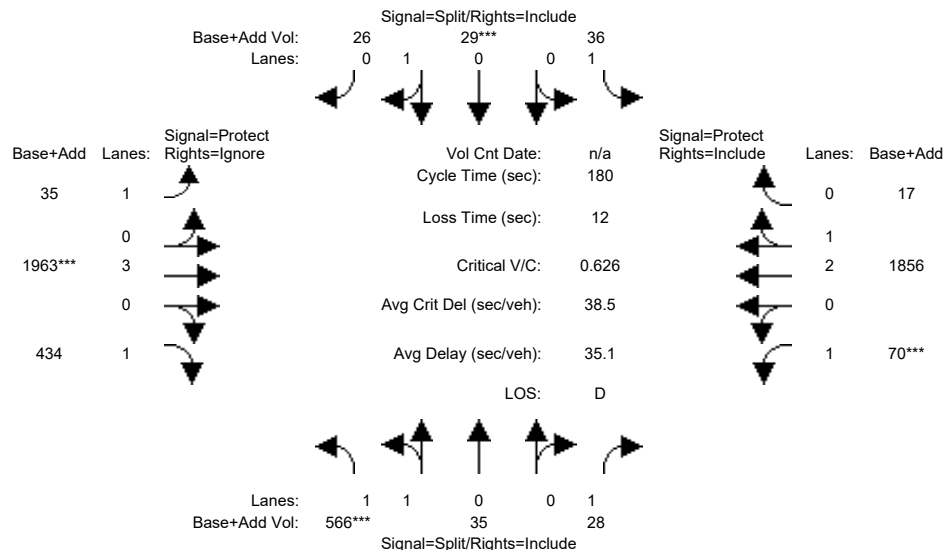
Intersection #3: Serra and Calaveras



Street Name:	Serra Way						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	32	16	64	46	52	74	2022	1103	56	1415	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	32	16	64	46	52	74	2022	1103	56	1415	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	32	16	64	46	52	74	2022	1103	56	1415	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	440	32	16	64	46	52	74	2022	0	56	1415	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	32	16	64	46	52	74	2022	0	56	1415	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	440	32	16	64	46	52	74	2022	0	56	1415	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.87	0.13	1.00	1.00	0.47	0.53	1.00	3.00	1.00	1.00	2.92	0.08
Final Sat.:	3309	241	1750	1750	845	955	1750	5700	1750	1750	5453	146
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.01	0.04	0.05	0.05	0.04	0.35	0.00	0.03	0.26	0.26
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.22	0.22	0.09	0.09	0.09	0.09	0.58	0.00	0.05	0.54	0.54
Volume/Cap:	0.62	0.62	0.04	0.41	0.62	0.62	0.48	0.62	0.00	0.62	0.48	0.48
Uniform Del:	63.8	63.8	55.8	77.6	79.1	79.1	78.1	25.0	0.0	83.6	25.7	25.7
IncrementDel:	1.5	1.5	0.0	1.8	7.0	7.0	2.3	0.4	0.0	12.0	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	65.3	65.3	55.9	79.4	86.1	86.1	80.5	25.3	0.0	95.5	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.3	65.3	55.9	79.4	86.1	86.1	80.5	25.3	0.0	95.5	25.8	25.8
LOS by Move:	E	E	E	E	F	F	F	C	A	F	C	C
HCM2k95thQ:	22	22	1	8	12	12	8	38	0	6	27	27
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Proj AM

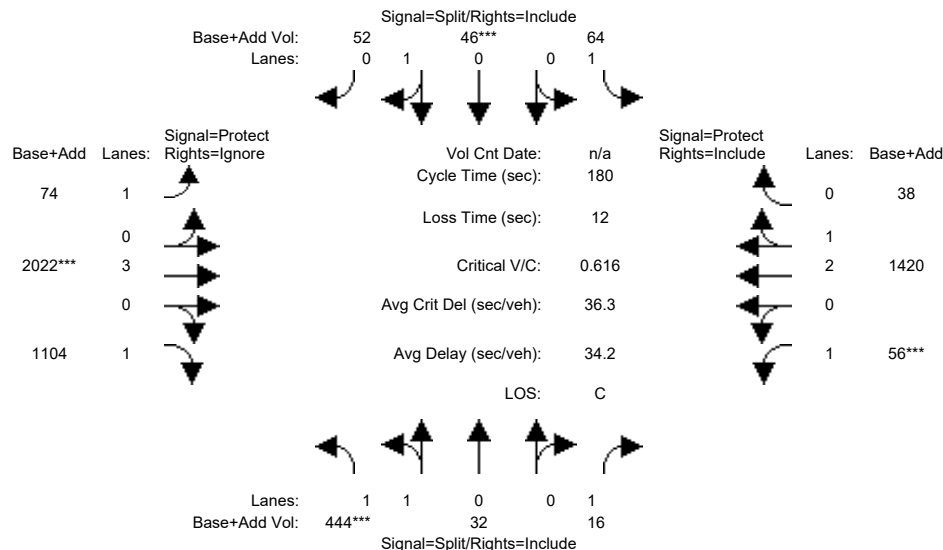
Intersection #3: Serra and Calaveras



Street Name:	Serra Way						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	568	35	28	36	29	26	35	1957	430	70	1862	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	568	35	28	36	29	26	35	1957	430	70	1862	17
Added Vol:	-2	0	0	0	0	0	0	6	4	0	-6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	566	35	28	36	29	26	35	1963	434	70	1856	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	566	35	28	36	29	26	35	1963	0	70	1856	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	35	28	36	29	26	35	1963	0	70	1856	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	566	35	28	36	29	26	35	1963	0	70	1856	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.89	0.11	1.00	1.00	0.53	0.47	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	3343	207	1750	1750	949	851	1750	5700	1750	1750	5549	51
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.02	0.02	0.03	0.03	0.02	0.34	0.00	0.04	0.33	0.33
Crit Moves:	***				***			***			***	
Green/Cycle:	0.27	0.27	0.27	0.06	0.06	0.06	0.06	0.55	0.00	0.06	0.55	0.55
Volume/Cap:	0.63	0.63	0.06	0.37	0.55	0.55	0.32	0.63	0.00	0.63	0.61	0.61
Uniform Del:	58.0	58.0	49.0	82.0	82.8	82.8	80.5	28.3	0.0	82.2	27.9	27.9
IncrementDel:	1.4	1.4	0.1	2.4	6.4	6.4	1.6	0.4	0.0	11.1	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	59.4	59.4	49.0	84.3	89.2	89.2	82.2	28.7	0.0	93.4	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	59.4	49.0	84.3	89.2	89.2	82.2	28.7	0.0	93.4	28.3	28.3
LOS by Move:	E	E	D	F	F	F	F	C	A	F	C	C
HCM2k95thQ:	27	27	2	5	8	8	4	40	0	8	37	37
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Proj PM

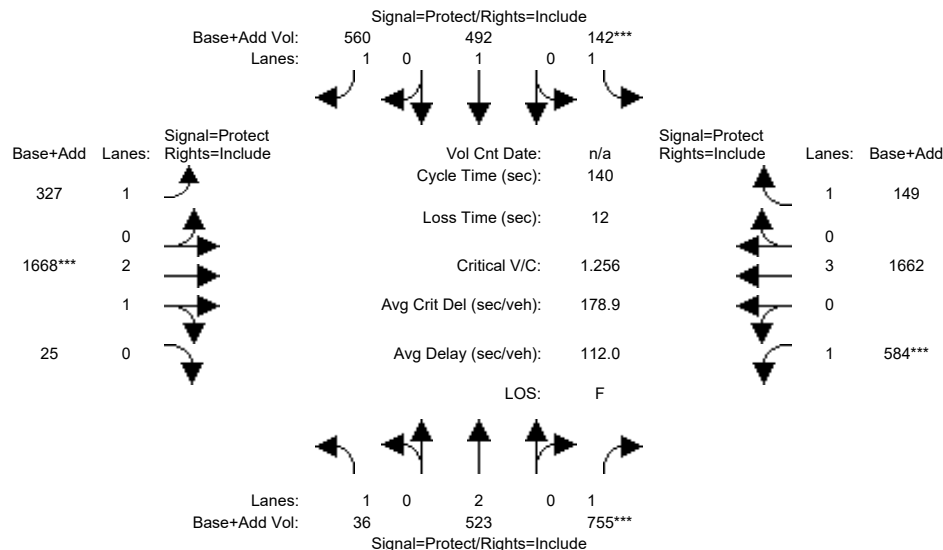
Intersection #3: Serra and Calaveras



Street Name:	Serra Way						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	32	16	64	46	52	74	2022	1103	56	1415	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	32	16	64	46	52	74	2022	1103	56	1415	38
Added Vol:	4	0	0	0	0	0	0	0	1	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	444	32	16	64	46	52	74	2022	1104	56	1420	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	444	32	16	64	46	52	74	2022	0	56	1420	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	32	16	64	46	52	74	2022	0	56	1420	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	444	32	16	64	46	52	74	2022	0	56	1420	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.87	0.13	1.00	1.00	0.47	0.53	1.00	3.00	1.00	1.00	2.92	0.08
Final Sat.:	3311	239	1750	1750	845	955	1750	5700	1750	1750	5454	146
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.01	0.04	0.05	0.05	0.04	0.35	0.00	0.03	0.26	0.26
Crit Moves:	***				***			***			***	
Green/Cycle:	0.22	0.22	0.22	0.09	0.09	0.09	0.09	0.58	0.00	0.05	0.54	0.54
Volume/Cap:	0.62	0.62	0.04	0.41	0.62	0.62	0.48	0.62	0.00	0.62	0.48	0.48
Uniform Del:	63.6	63.6	55.6	77.6	79.1	79.1	78.2	25.1	0.0	83.6	25.8	25.8
IncrementDel:	1.5	1.5	0.0	1.8	7.1	7.1	2.4	0.4	0.0	12.1	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	65.1	65.1	55.7	79.4	86.2	86.2	80.6	25.5	0.0	95.7	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.1	65.1	55.7	79.4	86.2	86.2	80.6	25.5	0.0	95.7	25.9	25.9
LOS by Move:	E	E	E	E	F	F	F	C	A	F	C	C
HCM2k95thQ:	22	22	1	8	12	12	8	38	0	6	27	27
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #701: SR 237 - Abel



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	36	523	755	142	492	560	327	1668	25	584	1662	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	523	755	142	492	560	327	1668	25	584	1662	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	523	755	142	492	560	327	1668	25	584	1662	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	523	755	142	492	560	327	1668	25	584	1662	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	523	755	142	492	560	327	1668	25	584	1662	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	523	755	142	492	560	327	1668	25	584	1662	149

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5517	83	1750	5700	1750

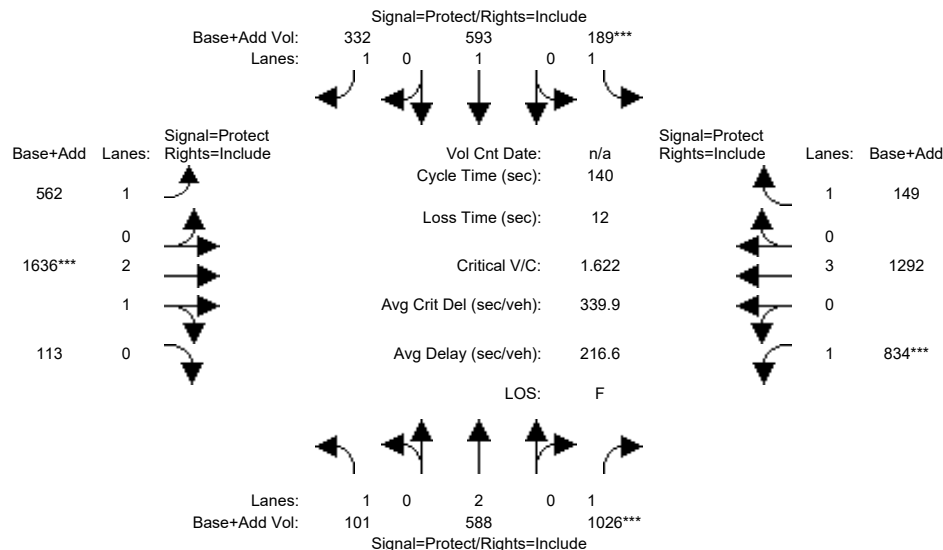
Capacity Analysis Module:

Vol/Sat:	0.02	0.14	0.43	0.08	0.26	0.32	0.19	0.30	0.30	0.33	0.29	0.09
Crit Moves:			****	****				****		****		
Green/Cycle:	0.06	0.34	0.34	0.06	0.35	0.35	0.20	0.24	0.24	0.27	0.31	0.31
Volume/Cap:	0.37	0.40	1.26	1.26	0.73	0.91	0.94	1.26	1.26	1.26	0.94	0.28
Uniform Del:	63.8	35.0	46.0	65.5	39.6	43.1	55.4	53.2	53.2	51.4	47.2	36.6
IncrementDel:	2.4	0.2	128.5	168.7	4.2	17.1	34.2	122	121.5	131.9	11.1	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.2	35.2	174.5	234.2	43.8	60.3	89.6	175	174.7	183.3	58.3	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	35.2	174.5	234.2	43.8	60.3	89.6	175	174.7	183.3	58.3	36.9
LOS by Move:	E	D	F	F	D	E	F	F	F	F	E	D
HCM2k95thQ:	3	15	85	23	33	46	29	61	61	69	45	10

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #701: SR 237 - Abel



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	101	588	1026	189	593	332	562	1636	113	834	1292	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	588	1026	189	593	332	562	1636	113	834	1292	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	588	1026	189	593	332	562	1636	113	834	1292	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	588	1026	189	593	332	562	1636	113	834	1292	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	588	1026	189	593	332	562	1636	113	834	1292	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	588	1026	189	593	332	562	1636	113	834	1292	149

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5238	362	1750	5700	1750

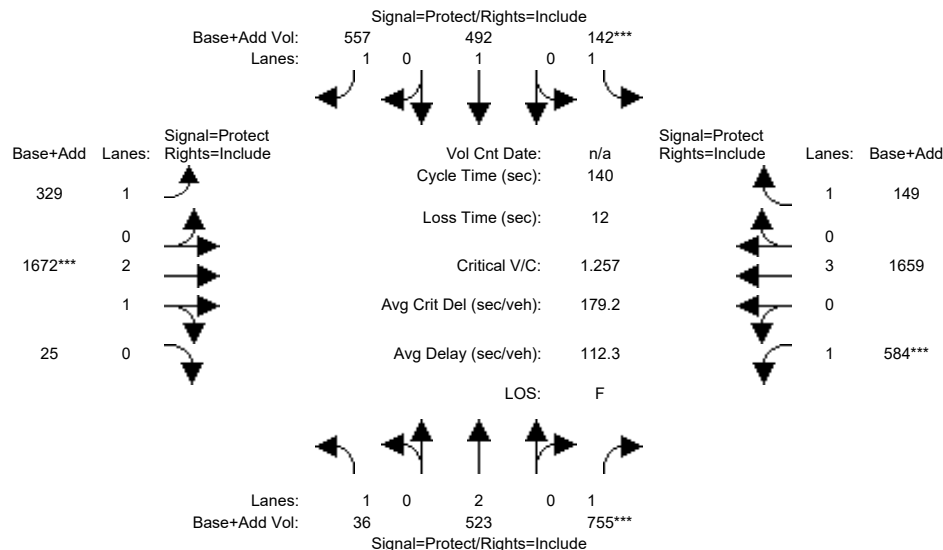
Capacity Analysis Module:

Vol/Sat:	0.06	0.15	0.59	0.11	0.31	0.19	0.32	0.31	0.31	0.48	0.23	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.07	0.36	0.36	0.07	0.36	0.36	0.29	0.19	0.19	0.29	0.20	0.20
Volume/Cap:	0.86	0.43	1.62	1.62	0.86	0.53	1.13	1.62	1.62	1.62	1.13	0.42
Uniform Del:	64.7	33.8	44.7	65.3	41.5	35.3	50.0	56.5	56.5	49.4	55.9	48.8
IncrementDel:	44.4	0.2	287.2	315.7	11.1	0.8	79.8	284	284.3	288.9	68.5	0.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	109.1	34.0	332.0	381.1	52.6	36.1	129.9	341	340.8	338.3	124	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.1	34.0	332.0	381.1	52.6	36.1	129.9	341	340.8	338.3	124	49.6
LOS by Move:	F	C	F	F	D	D	F	F	F	F	F	D
HCM2k95thQ:	10	17	148	34	43	22	56	80	80	122	45	12

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Proj AM

Intersection #701: SR 237 - Abel



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	36	523	755	142	492	560	327	1668	25	584	1662	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	523	755	142	492	560	327	1668	25	584	1662	149
Added Vol:	0	0	0	0	0	-3	2	4	0	0	-3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	523	755	142	492	557	329	1672	25	584	1659	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	523	755	142	492	557	329	1672	25	584	1659	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	523	755	142	492	557	329	1672	25	584	1659	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	523	755	142	492	557	329	1672	25	584	1659	149

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5517	82	1750	5700	1750

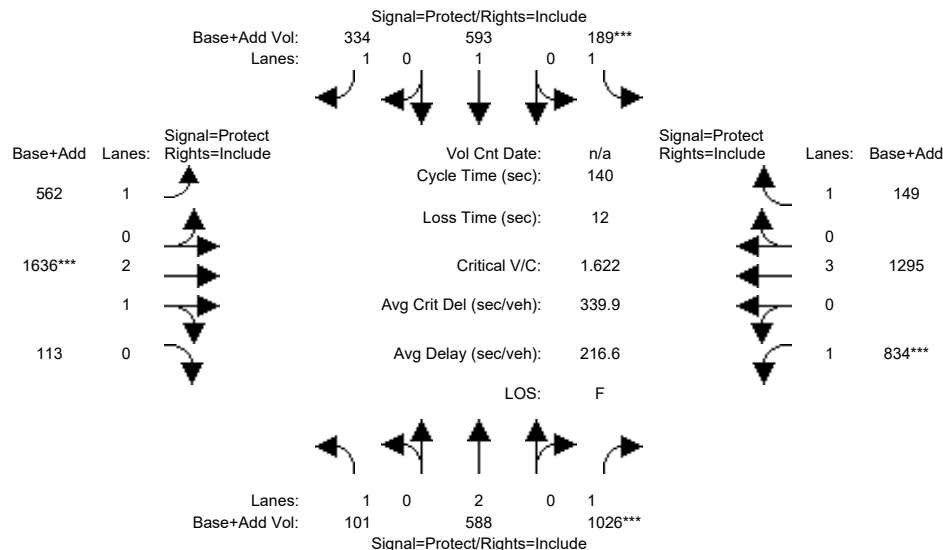
Capacity Analysis Module:

Vol/Sat:	0.02	0.14	0.43	0.08	0.26	0.32	0.19	0.30	0.30	0.33	0.29	0.09
Crit Moves:			****	****				****		****		
Green/Cycle:	0.06	0.34	0.34	0.06	0.35	0.35	0.20	0.24	0.24	0.27	0.31	0.31
Volume/Cap:	0.37	0.40	1.26	1.26	0.73	0.90	0.95	1.26	1.26	1.26	0.95	0.28
Uniform Del:	63.8	35.0	46.0	65.5	39.6	43.1	55.3	53.1	53.1	51.4	47.3	36.7
IncrementDel:	2.4	0.2	128.8	169.0	4.2	16.7	34.3	122	121.9	132.3	11.2	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.2	35.2	174.8	234.5	43.9	59.7	89.6	175	175.0	183.7	58.5	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	35.2	174.8	234.5	43.9	59.7	89.6	175	175.0	183.7	58.5	36.9
LOS by Move:	E	D	F	F	D	E	F	F	F	F	E	D
HCM2k95thQ:	3	15	85	23	33	45	29	61	61	69	45	10

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Proj PM

Intersection #701: SR 237 - Abel



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	101	588	1026	189	593	332	562	1636	113	834	1292	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	588	1026	189	593	332	562	1636	113	834	1292	149
Added Vol:	0	0	0	0	0	2	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	588	1026	189	593	334	562	1636	113	834	1295	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	588	1026	189	593	334	562	1636	113	834	1295	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	588	1026	189	593	334	562	1636	113	834	1295	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	588	1026	189	593	334	562	1636	113	834	1295	149

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5238	362	1750	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.06	0.15	0.59	0.11	0.31	0.19	0.32	0.31	0.31	0.48	0.23	0.09
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.36	0.36	0.07	0.36	0.36	0.28	0.19	0.19	0.29	0.20	0.20
Volume/Cap:	0.86	0.43	1.62	1.62	0.86	0.53	1.13	1.62	1.62	1.62	1.13	0.42
Uniform Del:	64.7	33.8	44.7	65.3	41.5	35.3	50.1	56.5	56.5	49.4	55.9	48.8
IncrementDel:	44.4	0.2	287.2	315.7	11.1	0.8	80.2	284	284.3	288.9	68.9	0.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	109.1	34.0	332.0	381.1	52.6	36.1	130.3	341	340.8	338.3	125	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.1	34.0	332.0	381.1	52.6	36.1	130.3	341	340.8	338.3	125	49.6
LOS by Move:	F	C	F	F	D	D	F	F	F	F	F	D
HCM2k95thQ:	10	17	148	34	43	22	56	80	80	122	45	12

Note: Queue reported is the number of cars per lane.

Appendix D

Signal Warrant

TRAFFIC SIGNAL WARRANTS WORKSHEET

Major Street: Abbott Ave Critical Approach Speed* (mph) EH date: 9/26/25
 Minor Street: Valley Way Critical Approach Speed* (mph) 25
 *Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)..... ☐ Rural (R)
 In built up area of isolated community of < 10,000 population..... ☐
☒ Urban (U)

AM PEAK PERIOD

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

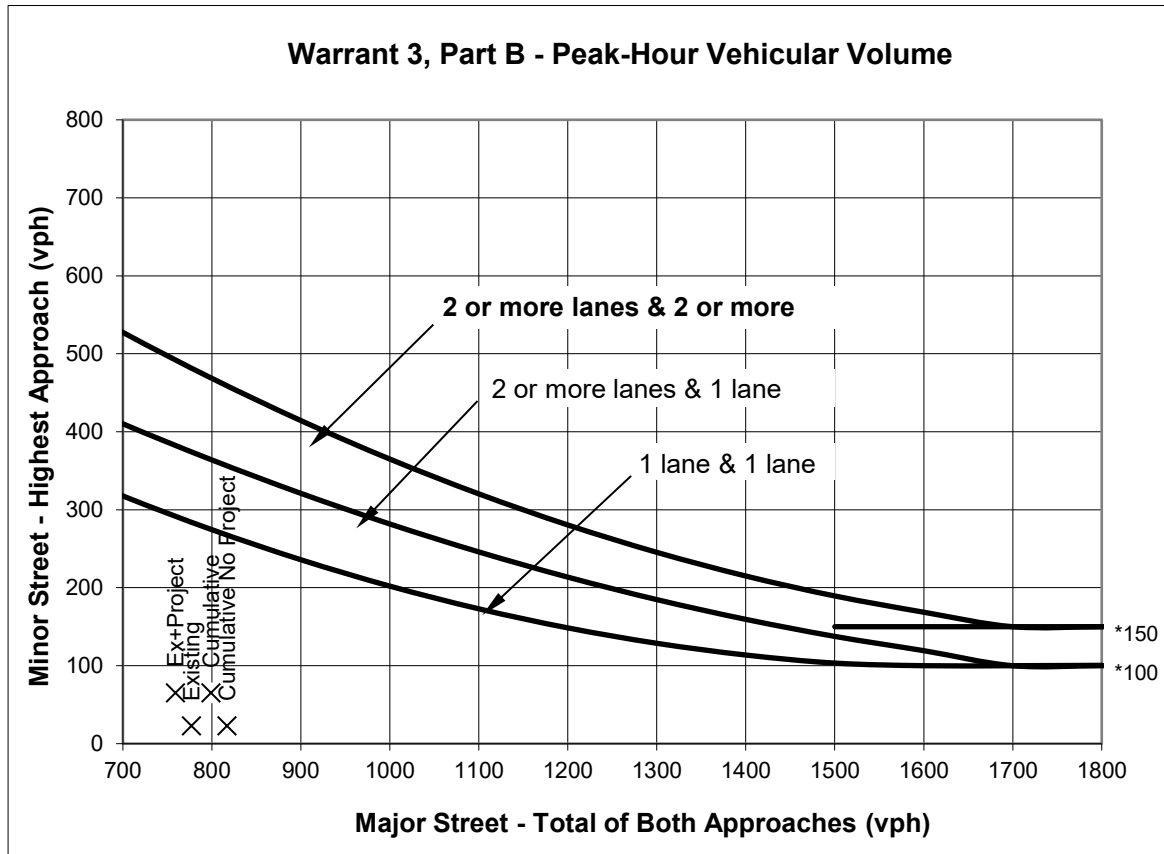
	AM PEAK PERIOD						
	Existing	Ex+Project	Cumulative No Project	Cumulative			
Minor Street Approach Direction w/ Highest Delay	EB	EB	EB	EB			
Highest Minor Street Average Delay (sec/veh)	10.5	10.6	10.5	10.6			
Corresponding Minor Street Approach Volume (veh/hr)	23	65	23	65			
Minor Street Total Delay (veh-hrs)	0.1	0.2	0.1	0.2			
Total Entering Volume (veh/hr)	800	824	840	864			
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No			
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	No	No	No	No			
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes			
Signal Warranted based on Part A?	No	No	No	No			

PART B

					AM PEAK PERIOD					
					Existing	Ex+Project	Cumulative No Project	Cumulative		
		One	2 or More							
Major Street - Both Approaches	Abbott Ave		X	777	759	817	799			
Minor Street - Highest Approach	Valley Way	X		23	65	23	65			
Signal Warranted based on Part B?				No	No	No	No			

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

Abbott Ave & Valley Way**AM PEAK PERIOD**

Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways* (FHWA's MUTCD 2009 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

				AM PEAK PERIOD					
				Approach Lanes		Existing	Ex+Project	Cumulative No Project	Cumulative
				2 or One	More				
Major Street - Both Approaches	Abbott Ave		X			777	759	817	799
Minor Street - Highest Approach	Valley Way	X				23	65	23	65
Signal Warranted Based on Part B - Peak-Hour Volumes?						No	No	No	No

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

TRAFFIC SIGNAL WARRANTS WORKSHEET

Major Street: Abbott Ave Critical Approach Speed* (mph) EH date: 9/26/25
 Minor Street: Valley Way Critical Approach Speed* (mph) 25
 *Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)..... ☐ Rural (R)
 In built up area of isolated community of < 10,000 population..... ☐
☒ Urban (U)

PM PEAK HOUR

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

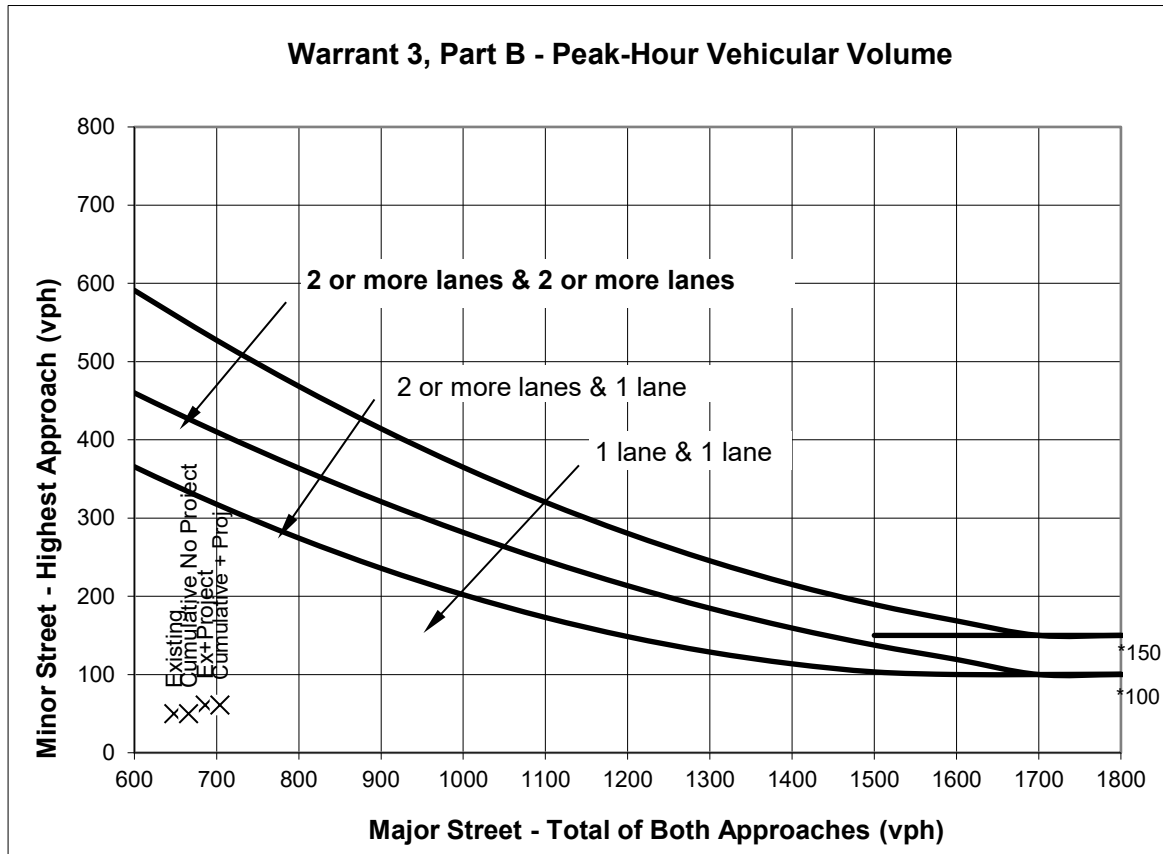
PM PEAK HOUR					
	Existing	Ex+Project	Cumulative No Project	Cumulative	
Minor Street Approach Direction w/ Highest Delay	EB	EB	EB	EB	
Highest Minor Street Average Delay (sec/veh)	10.1	10.2	10.2	10.3	
Corresponding Minor Street Approach Volume (veh/hr)	50	61	50	61	
Minor Street Total Delay (veh-hrs)	0.1	0.2	0.1	0.2	
Total Entering Volume (veh/hr)	698	747	716	765	
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No	
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	No	No	No	No	
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	
Signal Warranted based on Part A?	No	No	No	No	

PART B

		PM PEAK HOUR					
		Approach Lanes		Existing	Ex+Project	Cumulative No Project	Cumulative
		One	2 or More				
Major Street - Both Approaches	Abbott Ave		X	648	686	666	704
Minor Street - Highest Approach	Valley Way	X		50	61	50	61
Signal Warranted based on Part B?				No	No	No	No

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

Abbott Ave & Valley Way**PM PEAK HOUR**

Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California)*.

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

				PM PEAK HOUR					
				Approach Lanes		Existing	Ex+Project	Cumulative No Project	Cumulative
				One	2 or More				
Major Street - Both Approaches	Abbott Ave				X	648	686	666	704
Minor Street - Highest Approach	Valley Way			X		50	61	50	61
Signal Warranted Based on Part B - Peak-Hour Volumes?						No	No	No	No

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

3/17/2026

600 Valley Way Project

600 VALLEY WAY, MILPITAS CA, 95035

Project Description

1. Project Location

The 600 Valley Way project (Project) is located at 602, 538, and 461 Valley Way in Milpitas, CA (Project Site), situated in the western portion of the City of Milpitas. The Project Site (Assessor Parcel Numbers [APNs] 222-80-25, 222-80-24, 222-80-22) comprises approximately 7.22 acres. It is bounded by existing residential uses to the north, commercial to the east, Freeway I-880 to the west, and the I-880 freeway on-ramp to the south.

2. Application and Approval Setting

The site is located within the Milpitas Gateway–Main Street Specific Plan (MGSP) area, which has been approved at Planning Commission on 9/24 and City Council on 10/28 and is expected to be adopted in Winter 2025. The MGSP designates the site as GW-MU (Gateway Mixed-Use) Zone with 18-65 du/ac residential density. Additionally, the site is identified as a "Rezone Site" for housing development in the recently adopted 2023–2031 Housing Element of the City of Milpitas.

3. Existing Site Conditions and Tenants

The site is generally flat and currently contains two 2-story office buildings and three single story multi-tenant industrial buildings totaling approximately 109,775 square feet. The property is owned by the Silicon Valley Community Foundation (SVCF), who operates the space as the Sobrato Non-Profit Center.

The proposed private development project involves demolition of all existing buildings. All tenants vacated the buildings as of 12/31/2025. Previously, the building was roughly 56% occupied with the prior tenants on month-to-month leases for some time. The physical occupancy on average is likely lower, as a significant portion of the tenants conduct most of their operations offsite and do not rely solely on this space for their daily operations. SVCF elected to re-entitle the property for housing as the post-COVID paradigm shift to work from home led to a decline in occupancy, and the buildings were nearing the end of their useful life.

Over the past several years, the team conducted extensive on-the-ground outreach with the existing tenants through in-person presentations, formal communications via email, and one-on-one meetings with agency leadership to ensure alignment with the sunsetting of the center and provide ample notice of future plans. Onsite staff continue to communicate with tenants to assist with relocation ahead of their leases expiring in December 2025. See “Public Outreach” section for more detail.

4. Development Program

The project proposes demolishing the existing two office buildings and three multi-tenant industrial buildings and constructing 24 new three-story townhome buildings and one one-story clubhouse, totaling approximately 307,102 square feet of gross floor area (GFA) and 134 units, including 14 adaptable units. Building GFA and unit types are shown on Sheet G-001. Of the 134 townhomes, 15%, or 20 units, will be offered as below-market-rate (BMR) ownership units at the moderate-income level. The remaining 114 units will be market-rate ownership units. The BMR allocations are shown on Sheet G-006.

Publicly accessible main pedestrian walkways are centrally located on the site to provide connectivity within the development and to the surrounding neighborhood, as described in the “Open Space & Landscape Design” section below. Additionally, the clubhouse and surrounding outdoor spaces provide gathering areas for residents.

5. Regulatory Compliance

This plan is consistent with the MGSP vision for the Gateway District by providing new housing, open spaces, and pedestrian-friendly connections to the surrounding area. The design aligns with the intent of MGSP development standards, complying with the intensity and scale standards. The proposed density of 19ⁱ dwelling units per acre (du/ac) complies with the MGSP GW-MU (Gateway Mixed-Use) density range of 18–65 du/ac. The proposed Floor Area Ratio (FAR) of 0.98ⁱⁱ also complies with the MGSP GW-MU maximum allowed FAR of 2.0. The project includes 24 three-story townhome buildings and a one-story clubhouse, all within the MGSP GW-MU maximum height limit of five stories. The proposed building height is 38 feet to the top of the roof and 45 feet to the tallest architectural element, meeting the MGSP GW-MU maximum allowed height of 65 feet. See Table on G-001 for more detail.

Per MGSP Table 3-6 GW-MU setback requirements and MGSP Section 3.5ⁱⁱⁱ measurement standards, all buildings comply with setback requirements, except for Buildings 16, 18, and 24 exceed the maximum front setback due to the City’s 10-foot PUE requirement around the cul-de-sac on Valley Way See. Also, the trash enclosure at the north edge does not meet the min. 6 feet setback requirement. See Sheets A-110 through A-130 site plans for setback dimensions for each level^{iv}.

Other than the setback not complying, the design of the trash enclosure complies with CZO C.2.120 standards. It will be constructed with masonry walls, a solid metal gate, and a tile roof (see Sheets A-480 and A-500). The colors and materials complement those of the

ⁱ 134 du / 7.22 acre = 18.5 du/ac. Rounded up to 19 du/ac per MGSP standards

ⁱⁱ 307,102 SF GFA / (site 7.22 ac x43,560 SF)=.98

ⁱⁱⁱ MGSP 3.5.3 and 3.5.4 - Minimum setbacks apply to all stories of a building. Maximum setbacks are intended to apply only to the ground floor of front and street side setbacks

^{iv} The proposed trellises and roof eaves (18" depth) comply with the allowed setback encroachment standards per CZO Table C.2.130-A. See Sheet A-310 for building sections, and Sheets A-200 and A-400 series for specific details and dimensions.

proposed buildings. All trash containers, compactors, and related equipment are fully contained and screened within the enclosure (see Sheet TR.03). Trees and landscaping are planted around the enclosure to further minimize visual impact (see Sheet A-280).

Transitions to Single-Family Residential Neighborhoods: The proposed buildings and trash enclosure comply with MGSP Section 4.1.3A and ODS 3.9.1. See Sheet A-300, A-450, A-480 for daylight plane compliance.

6. Waiver & Concession

The project generally complies with MGSP, ODS^v, and CZO^{vi} standards. However, due to site constraints and other practical limitations, certain design features do not fully meet these standards. The compliance tables detailing all MGSP, ODS, CZO standards pertaining to the project is depicted on G-006 compliance tables (also submitted as a separate file) and ODS Checklist.

Pursuant to the State Density Bonus Law, because the project provides 15% of BMR units, the applicant is requesting 10 waivers and 1 concession are requested for those deviations as listed below. Right to modify waivers or concessions reserved. See SDB letter for more details.

MGSP	3.7.3 setback – Max. Front Setback	Waiver #1
	3.7.3 setback –Interior Side Setback Adjacent to Single-Family residential	Waiver #2
	3.7.3 min. 60% Building Frontage	Waiver #3
	4.1.3.B – Adjacent to Freeways - Double row of trees	Waiver #4
	5.3.9 Future Service Alleys	Waiver #5
ODS	3.9.1.3. Planting	Waiver #6
	3.9.3 Adjacent to Freeways - Double row of trees	Waiver #7
	4.1.3.6 Open Space Quality - minimum of 40 feet in width	Waiver #8
	5.3.1 Fenestration Design - 2-inch recessed 2-inch recessed	Concession #1
CZO	C.2.120 Refuse and Recycling Areas – E.6. Enclosures – location	Waiver #9
	C.6.080.D. Size and Dimensions of Parking Spaces - parallel parking spaces dimensions	Waiver #10

7. Vehicular Access and Parking

Three entrances at the Valley Way cul-de-sac provide vehicle access to the site and connect to private internal streets without impacting the surrounding residential areas. Emergency vehicle access (EVA) will be available via the site's main entrance on Valley Way and a secondary EVA via a short segment of Valley Way to the north facilitated by removable bollard control mechanisms. See Sheet G-004 for Circulation plan. A total of 268 resident parking spaces will be provided through private garages. The townhomes are

^v Milpitas Mixed-Use and Residential Objective Design Standards

^{vi} Milpitas Comprehensive Zoning Ordinance Update

“tuck-under” style and include a private, two car garage per unit. The garages are accessed via the site’s internal street network. The project provides 60 outdoor guest parking spaces, meeting MGSP minimum parking ratio requirements. All parking complies with City Reach Code^{vii} mandates: each private 2-car garage includes one Level 2 EV Ready stall and one Level 1 EV Ready stall. For outdoor guest parking, 25% of stalls will be EVCS with Level 2 infrastructure, and 75% will be Low Power Level 2 EV Ready. Each unit’s private garage provides one long-term bike parking space, totaling 134 long-term spaces for the project. 12 short-term bike spaces are provided outdoors. Both long- and short-term bike parking spaces meet MGSP and CZO requirements. See Sheet G-002 parking summary table for more detail.

8. Site improvements & Vesting Tentative Map

The project will demolish approximately 109,775 square feet of the existing five buildings and 147,000 square feet of the existing parking lot. The new development will consist of approximately 307,102 sf of new residential construction in the form of 134 townhome units and a clubhouse. New private alleys will be serving the development.

The existing site contains three separate lots that shall be combined into a single lot through the mapping process. This vesting tentative map is being filed in accordance with the Subdivision Map Act Article 2, Section 66452 and Chapter 4.5, as applicable. The private streets will be covered by proposed typical 26’ wide emergency vehicle access easements and typical 34’ wide public service & utility easements. Additional private easement needs may be identified in further stages of design and will be recorded through separate instruments. All existing easements on-site are to be quitclaimed or vacated, unless noted otherwise. Covenants, Conditions & Restrictions (CC&R's) will be prepared to facilitate and manage the operations, maintenance and related functions of the common areas. The created lot shall be dedicated for condominium purposes. Ingress egress and private utility easements (IEE & PTUE) shall cover the common open space areas. All private drive aisles shall be covered emergency vehicle access and ingress/egress easements (EVAE & IEE.)

The property contains an existing 8” Public Water Main and associated 15’ Waterline Easement running through the middle of the site between the two connections to Valley Way. The water main will be abandoned and capped in place, and the associated easement will be vacated. There shall be a new 10” water line that runs through Alley 1 in a looped system that will reroute the existing 8” water and connect to the existing 8” water line from Valley Way north of the project and the existing 8” water line in Valley Way on the southerly side of the project, at the existing cul-de-sac. The proposed public water lines shall be installed within the new private streets/PSUE. Proposed public storm and sewer mains shall also be installed within the PSUE. The site is expected to require eight new transformers, each of which will be located within a PSUE as well.

^{vii} MMC Chapter 19 - green building standards code

The project utilizes stormwater treatment measures in compliance with the Santa Clara Valley Urban Runoff Pollution Prevention Plan (SCVURPPP) using Low Impact Development (LID) methods. All stormwater on the site shall be treated prior to leaving the site and entering the public system. This project is not located within a hydromodification zone, and hydromodification is not proposed as part of this development. Storm water runoff shall be collected and conveyed via the drive aisles and channeled towards the bioretention basin. Each basin has a curb cut opening to all storm water runoff to enter the bioretention basin. The bioretention basin shall clean up to a 2-year storm as required by the SCVURPPP. Any storm greater than a 2-year storm shall go into the overflow inlet, placed in every bioretention basin, which is then collected and conveyed via storm drain system and discharges to the public storm drain system within Valley Way cul-de-sac.

The project sewer system shall consist of an 8" sewer main that runs down every drive aisle. Each unit shall have a 4" sanitary sewer lateral that will connect to the 8" sewer main. Each sewer lateral shall stub to the unit on the garage side.

Each building within the project shall be served by one master meter that connects to the public water main within the drive aisles. The private system starts at the back side of the master meter, which is connected to a private back flow preventer which then feeds the individual private meters to each unit.

Each building shall be served by a 6-inch fire service line that is connected to a back flow preventer that feeds a fire sprinkler riser, including the fire department connection (FDC) and post indicator valve (PIV).

The project has two points of access from the public ROW. The first is via a cul-de-sac to Valley Way on the eastern edge of the property that will act as the main entrance to the site. This frontage will contain three driveways and a public sidewalk which shall be rebuilt as part of this development. The second point of access is via a short segment of Valley Way to the north which will act solely as an Emergency Vehicle access point and will be outfitted with a new driveway and removable bollards.

Based on the preliminary grading design, the site earthwork currently projects to be essentially balanced in terms of cut and fill. The maximum excavation depth for utility trenching is expected to be approximately 11' deep at the point of connection to the existing sewer main. Grading due to surface improvements is not expected to extend more than 5' deep.

The project shall consist of private drive aisles that are typically 26' in width, allowing for 13' wide travel lanes in either direction. Portions of the drive aisles shall have 18' deep perpendicular parking stalls and 9' wide parallel parking adjacent to the 26' wide drive aisle. The drive aisles shall consist of standard curb and gutter on both sides of the drive aisle except the fronting of the garages. At the location of the garage driveways the standard curb and gutter shall transition to a beveled curb and gutter.

Portions of the project site are within the FEMA Flood Zone AE with 100-year flood elevations determined to be between 18-19. Based on this information the proposed

building finish floor elevations have been set to be at least 1-foot above the base flood elevation.

Along the westerly boundary line there are PG&E transmission overhead lines with a 22'+/- PG&E easement. Based on the PGE green book and an email from PG&E, dated 11/5/2025, no trees or plants greater than 2' in height can be planted within the transmission line right-of-way easement. PG&E will not require the developer of the site to underground the existing overhead transmission lines.

9. Open Space & Landscape Design

The project features connected pedestrian walkways and open spaces designed to foster community and encourage walkability. A central open space spine serves as the heart of the site, offering connectivity to the adjacent single-family neighborhood and nearby commercial areas. As part of site preparation, the project proposes to remove 115 protected trees and 16 smaller trees, shrubs, and other vegetation. The project will preserve 7 protected trees and install 341 new trees to increase the overall site canopy. The project will include a mixture of native and drought-tolerant plants as well as a highly efficient weather-based irrigation system.

A total of 9,974 square feet of common open space is provided, exceeding the minimum requirement of 8,040 square feet. Additionally, 13,967 square feet of private open space is provided through terraces and balconies, exceeding the minimum requirement of 5,360 square feet. For more details, see Sheet L7.01 for the open space breakdown and Sheets A-200 to A-261 for private open space associated with each building type.

The landscape design features a long central open space with a variety of activities and lounging spaces connected by paths that extend to all the homes and the surrounding neighborhood. Activities include picnic areas, bocce ball courts, a game area, an activity lawn, and lounging areas with seating. Each townhome's front door is located along paseos off the street to bring a neighborhood feel to the community. Materials for the landscape area include color concrete walks, accent paving, stucco walls, and wood trellises. The project is proposing a 6' tall wood horizontal board fence along the north and east property lines. The property line along the freeway frontage is enclosed with a 6' tall precast concrete screen wall. The club room courtyard will have a 5' tall wall with a stucco finish to match building.

10. Architecture & Building Design

Townhome buildings are proposed with a height of approximately 38 feet to the top of the roof and 45 feet to the tallest architectural element. The building design incorporates varied rooflines, balconies, and projections to add visual interest. A mix of window sizes, decorative trim, and roof overhangs further reinforces the architectural style and promotes a human-scale experience. The proposed materials, color palette, and overall composition are consistent with the MGSP and ODS. The compliance summary is depicted on *Sheets G-001, G-002, G-006, and G-008*. To enhance the pedestrian experience, trellises and arcades are integrated into the front elevations and entries of the townhomes. The

clubhouse, located at the center of the site, serves as the community hub, providing flexible space for gatherings and a management office. See building floor plans from Sheet A-200 to A-270, and elevations from A-400 to A-470.

11. Public Outreach

Public outreach for the project was conducted through two initiatives. First, TSO (The Sobrato Organization) and Sobrato Philanthropies worked with existing office tenants for over a year on relocation plans. Tenants were offered grants between \$20,000-\$50,000, real estate workshops and one-on-one prep meeting with each tenant held, and assistance finding alternate office spaces provided. The team regularly communicated with tenants if they heard of space coming available, such as at Franklin McKinley School District and Goodwill of Silicon Valley. Lastly, conference rooms at other Sobrato Non-Profit Centers in San Jose, Palo Alto, and Redwood City will be open for use by previous Milpitas tenants after the center closes in December 2025.

Mailers on the proposed project were sent to ~500 of the surrounding residents and commercial tenants within a 1,000 ft radius of the site on October 31. A mailing list and the postcard sent are attached as separate documents. The postcards notified residents of the project's website (600valleyway.com) and of the community meeting.

A public, community meeting was held on November 10 at 6pm. No members of the public attended. A copy of the presentation deck is included in this submittal.

At publication of this document, TSO (The Sobrato Organization) has received email outreach from one resident, who inquired about locations of site entrances, requested pictures of the building elevations and site plan, and asked about site parking.

12. Construction:

Construction timeline/goals: Demolition is anticipated to commence in mid-2026 and is expected to be completed within approximately 2–3 months. Construction of the full townhome project is anticipated to commence in 2028 upon receipt of final map approval and permits and will last 36-48 months.

Construction Equipment: All off-road diesel-powered construction equipment greater than 50 horsepower used on-site shall, at a minimum, meet the US EPA tier 4 final emission standards. The contractor shall maintain records of the equipment fleet (including carb exemption numbers or tier ratings) and provide documentation to the project engineer or city inspector upon request.



CITY OF MILPITAS

Planning Commission

MEETING MINUTES

6:00pm

MAY 6, 2026

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 6:10pm.

PLEDGE OF ALLEGIANCE

Commissioner Awasthi led the pledge of allegiance.

ROLL CALL

Recording Secretary Medina called the roll.

PRESENT: Chair Gupta, Vice Chair Kong, Awasthi, Caulkins, Brown, and Castillo.

ABSENT: Galang

STAFF: Jay Lee, Christopher Creech, Randy Baez, 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.

APPROVAL OF THE MEETING AGENDA

By motion, approve the meeting agenda for May 6, 2026.

Motion/Second Awasthi/Kong

Motion carried by a vote of AYES: 6 NOES: 0

APPROVAL OF THE MEETING MINUTES

By motion, approve the meeting minutes for April 22, 2026.

Motion/Second Kong/Caulkins

Motion carried by a vote of AYES: 6 ABSTAIN: 1 (Galang)

ANNOUNCEMENTS

Planning Director Lee announced that the regularly scheduled May 13 Planning Commission meeting was canceled because the item tentatively scheduled for that hearing was not yet ready and would be continued to a future date. He stated that the next regular Planning Commission meeting would be held on May 27 at 7:00 p.m. at the usual location.

PUBLIC FORUM

Chair Gupta invited members of the public to address the commission, and there were none.

PUBLIC HEARING

IX-1 DISTRICT LOT 3A AMENDMENT – 1320 McCANDLESS DRIVE – SITE DEVELOPMENT AMENDMENT (P-SA25-0002), VESTING TENTATIVE MAP (P-TM26-0001), CONDITIONAL USE AMENDMENT (P-UA25-0003), DENSITY BONUS PERMIT (P-DB26-0001), AND DEVELOPMENT AGREEMENT (DA26-0001): A request for a major modification to Site Development No. P-SA20-0004 for the development of 109 townhomes and 10 Accessory Dwelling Units on a vacant 5.49-acre site located in the MXD2-Metro Zoning District at 1320 McCandless Ave. The application also includes a request for a Density Bonus Permit with concessions, Vesting Tentative Map No. P-TM26-0001, and a major modification to Conditional Use Permit No. P-UP15-0010, which allowed for the approved mixed-use development.

Furthermore, the Project includes a tentative Development Agreement to identify the required minimum density and other applicable standards. The proposed Project is categorically exempt from environmental review under the California Environmental Quality Act (CEQA) in accordance with CEQA Guidelines Section 15182 (Projects Pursuant to a Specific Plan).

(49:16) Project Planner Randy Baez and applicant team addressed commissioners' clarifying questions.

The applicant team provided additional background on the proposed project, explaining that the site had remained vacant since 2015 due to feasibility challenges associated with the originally entitled project. The applicant stated that, after working collaboratively with City staff over the past year, the revised proposal was intended to provide a balanced housing opportunity, including for-sale townhomes and affordable rental units at the nearby Gideon development. The applicant noted that the affordable units at Gideon were already constructed, eliminating construction and financing risks and ensuring delivery of the affordable housing component.

Commissioners discussed several aspects of the proposal, including the reduction in overall housing density compared to the previously approved project, the feasibility of condominium development, and the shift away from the previously envisioned hotel and higher-density mixed-use development. Questions were raised regarding the economic feasibility of condominiums and hotels in the current market, the long-term vision for the site, and the project's compatibility with the surrounding transit-oriented area. The applicant responded that rising construction costs, financing conditions, market demand, and interest rates had made the originally envisioned projects infeasible despite years of effort.

The Commission also discussed the proposed live/work units along Market Street, including their intended functionality, flexibility for small businesses, and relationship to the adjacent retail corridor. The applicant and project architect explained that the live/work units were designed to support a variety of uses, including professional offices, cafés, and other small-scale businesses, while contributing to a pedestrian-oriented environment along Market Street. Commissioners expressed interest in ensuring the live/work spaces remained commercial in nature, and staff suggested adding a condition of approval requiring deed restrictions to preserve the intended commercial use of the ground-floor spaces.

Additional discussion included the project's public plaza and open space design, accessibility features, accessory dwelling units (ADUs), circulation and pedestrian access, retail vacancy within the surrounding development, and the project timeline. The applicant described the plaza as a flexible gathering space intended for community events, farmers markets, and pedestrian activity. Commissioners also discussed opportunities for improved wayfinding signage to increase visibility of the surrounding retail spaces and support future commercial activity in the area.

Chair Gupta closed the Public Forum.

Recommendation: Staff recommends that the Planning Commission adopt Resolution No. 26-010, recommending approval of Site Development Permit Amendment SA25-0002, Vesting Tentative Map (P-TM26-0001), Conditional Use Permit Amendment (P-UA25-0003), and Density Bonus Permit (P-DB26-0001) to the City Council, subject to the attached Conditions of Approval. It was added that, *"The commercial component as designated on the floor plan for the nine live/work units shall remain commercial and cannot be converted to residential or other use. Prior to the issuance of vertical building permits, the owner or designee shall record a deed restriction between the City and the owner with the County of Santa Clara requiring the ground floor of all nine live/work units proposed along Market Street to be used as accessory 'work' (i.e., commercial) space consistent with applicable laws, including zoning, in a form acceptable to the Planning Director and City Attorney."*

Motion/Second Caulkins/Brown
Motion carried by a vote of AYES: 6 NOES: 0

NEW BUSINESS

NO ITEMS.

ADJOURNMENT

Chair Gupta adjourned the meeting at 7:42 pm

Meeting Minutes submitted by
Planning Commission Secretary Elizabeth Medina

DRAFT