MILPITAS PLANNING COMMISSION
STAFF REPORT

June 24, 2026

APPLICATION:

PULTE TOWNHOMES – 1601-1765 S. Main Street – P-SD25-0003, P-UP25-0001, P-MT25-0001, P-DB25-0001, P-EA25-0001: A Site Development Permit, Conditional Use Permit, Vesting Tentative Map, Density Bonus Permit, and Environmental Assessment to develop a multi-family residential Project with 272 condominium units. The application was submitted under California Senate Bill 330 (Housing Crisis Act of 2019) and will consist of 29 buildings comprised of 102 three-story attached townhome units and 170 four-story stacked flat townhome units, up to a maximum height of 51-feet, with 544 vehicle parking stalls, 93 outdoor surface level guest parking stalls, landscaping, and associated site improvements on a 11.2-acre site located within the Mixed-Use (MXD) Zoning District at 1601-1765 S. Main St.

RECOMMENDATION:

Staff recommends that the Planning Commission open and close the public hearing, consider the Project's CEQA exemption pursuant to its consistency with the Milpitas General Plan Update Final EIR (State Clearinghouse No. 2020070348) and the Addendum to the General Plan EIR prepared for the 2023-2031 Housing Element Update in accordance with CEQA Guidelines Sections 15183 and 15162, and adopt Resolution No. 26-014, recommending that the City Council approve Site Development Permit No. SD25-0003, Conditional Use Permit No. UP25-0001, Vesting Tentative Map No. MT25-0001, Density Bonus Permit No. DB25-0001, and Environmental Assessment No. EA25-0001, subject to the findings and Conditions of Approval.

PROJECT LOCATION:

Addresses and Assessor's Parcel Number (APN): 1601-1765 S. Main St. (083-40-044)

Area of City: Southwestern portion of the City of Milpitas, south of Cedar Way/Cedar Ct., west of S. Main Street, north of Montague Expressway

PEOPLE:

Project Applicant: William Sadler, *Pulte Homes Company LLC*, Pleasanton, CA

Consultant(s):

Land Use Consultant: *Sullivan Land Development*, Campbell, CA
Architect: *WHA Architects*, Newport Beach, CA
Civil Engineer: *Civil Engineering Assoc., Inc.*, San Jose, CA
Landscape Architect: *Van Dorn Abed Landscape Architects, Inc.*, San Francisco, CA

Property Owner: *Intelli LLC* and *Khuyen Tam Do*

Project Planner: Kristina Phung, AICP, Senior Planner

LAND USE:
General Plan Designation: Neighborhood Commercial Mixed Use (NCMU)
Zoning District: Mixed-Use (MXD)

ENVIRONMENTAL: The Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15183 and 15162. CEQA Guidelines Section 15183 states that projects consistent with the development density established by the existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified are exempt from CEQA except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site, and provided the project results in none of the conditions described in CEQA Guidelines Section 15162. The City prepared a Project-specific Environmental Checklist to evaluate its consistency with the Milpitas General Plan Update Final Environmental Impact Report (State Clearinghouse No. 2020070348) and the Addendum to the General Plan EIR prepared for the 2023-2031 Housing Element Update, which demonstrates the proposed Project is consistent with the General Plan Update EIR and the Housing Element Update Addendum, and would result in none of the conditions in CEQA Guidelines Section 15162.

EXECUTIVE SUMMARY

The City of Milpitas (City) received an application from Pulte Homes "Pulte" (Applicant), requesting a Site Development Permit, Conditional Use Permit, Vesting Tentative Map, Density Bonus Permit, and Environmental Assessment to allow the development of a 272-unit townhome condominium subdivision and associated site improvements on a 11.2-acre site located at 1601-1765 S. Main Street (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 Project consists of 102 three-story townhome units and 170 four-story stacked townhome units with attached two-car garages. 41 of the 272 condominium units will be reserved for sale as 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 four entitlements, as follows:

1. Site Development Permit No. SD25-0003: To allow the development of 272 townhomes and associated site improvements; and

2. Conditional Use Permit No. UP25-0001: To allow the condominium subdivision and tandem parking configuration; and
3. Vesting Tentative Map No. MT25-0001: To subdivide the property into 272 residential condominium spaces, related common areas, and associated easements; and
4. Density Bonus Permit No. DB25-0001: To ensure compliance with State Density Bonus law and regulations.

Although not an entitlement, Environmental Assessment No. EA25-0001 was prepared with a Project-specific Environmental Checklist to establish CEQA compliance. The Project is exempt from CEQA pursuant to its conformance with the Milpitas General Plan Update Final Environmental Impact Report (State Clearinghouse No. 2020070348) and the Addendum to the General Plan EIR prepared for the 2023-2031 Housing Element Update in accordance with CEQA Guidelines Sections 15183 and 15162.

Staff has found the required entitlements comply with the policies, standards, and processes outlined in the State Density Bonus Law, the City of Milpitas 2040 General Plan, the Zoning Ordinance, and other provisions of the Milpitas Municipal Code (MMC), and recommends that the Planning Commission open and close the public hearing, consider the exemptions in accordance with CEQA Guidelines, and adopt Resolution No. 26-014, recommending that the City Council approve the above applications, subject to the findings and Conditions of Approval. The balance of this report provides specific details regarding the Project.

BACKGROUND

History

The Project site consists of one 11.2-acre parcel at 1601-1765 S. Main Street (APN 083-40-044), also known as the South Bay Tech Center, and is currently developed with six (6) one- to two-story commercial/office buildings, which were constructed in the 1980s.

State law requires every city and county in California to prepare and maintain a General Plan, which serves the overarching policy document that guides the future growth of a jurisdiction over a span of at least 20 years related to land use, housing, transportation, infrastructure, community design, and other topics. The City Council adopted the Milpitas 2040 General Plan Update on March 9, 2021. Subsequently, the City initiated updates to its two existing specific plans, the Transit Area Specific Plan (TASP) and Midtown Specific Plan. The TASP, which was originally adopted in 2008, was updated and renamed the Milpitas Metro Specific Plan and was adopted on February 7, 2023. The Midtown Specific Plan was updated and renamed as the Milpitas Gateway Main St. Specific Plan (MGSP), which was adopted on October 28, 2025.

In 2021, the Project site's current Property Owners (Intelli, LLC and Khyuen Tam Do) expressed interest in redeveloping the site with residential uses and hired a land use consultant to evaluate redevelopment options. However, the site was previously within the Midtown Specific Plan and zoned General Commercial (C2), which does not allow for residential uses.

On January 24, 2023, the City Council adopted the City's 2023-2031 Housing Element Update, which identified the Project site as a Rezone site in the Housing Sites Inventory. Furthermore, as both specific plans updates were in progress, City staff assessed future boundary changes for both

specific plans. Later in June 2023[1], the City Council adopted City-initiated General Plan and zoning amendments to remove parcels from the former draft MGSP boundary and annex some of those parcels into the Milpitas Metro Specific Plan while the remaining parcels were assigned standard General Plan land use and zoning designations (General Plan Amendment No. GP23-0002 and Zoning Map Amendment No. ZA23-0001). As a result, the Project site's zoning district changed from C2 to Mixed Use (MXD), the Project site was removed from the MGSP General Plan land use designation, and the Project site was assigned the Neighborhood Commercial Mixed Use (NCMU) General Plan land use designation.

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

On August 4, 2025, Pulte Homes submitted a preliminary application pursuant to California SB 330 for the Project, with was deemed complete on September 3, 2025, before the City's Comprehensive Zoning Ordinance (CZO) Update became effective on October 2, 2025[2]. As such, review of the proposed Project was vested under the City's former zoning ordinance per MMC Section XI-10 before the CZO became effective, which moved all associated zoning code regulations to a new title, MMC Section XIII, as effectuated by the City Council's adoption of Ordinance No. 38.858. On December 29, 2025, Pulte Homes submitted a formal application within the required SB 330 submittal timelines for the same townhome 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. SB 330 also 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 in effect at the time of the project's 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 certain fiscal year rates for certain fees applicable to the proposal in effect at the time of the preliminary application review period, including development impact fees

[1] General Plan Amendment No. GP23-0002 was adopted by the City Council on June 6, 2023, per Resolution No. 9258, with Zoning Map Amendment No. ZA23-0001 first introduced by an Ordinance with a waived first reading on this same date, with a waived second reading and formal adoption of Zoning Map Amendment No. ZA23-0001 by Ordinance No. 38.853 by the City Council on June 20, 2023.

[2] The Applicant submitted for the proposed Project's SB 330 Preliminary Application on August 4, 2025, and was deemed complete on September 3, 2025. The Applicant submitted the formal Project application for the requested entitlements within the required SB 330 timelines on December 29, 2025. The City Council per Ordinance No. 38.858 adopted the Comprehensive Zoning Ordinance (CZO) update on September 2, 2025, that became effective on October 2, 2025. Therefore, the Project has vested rights with the applicable development standards in effect at the time that the SB 330 Preliminary Application was deemed complete. Therefore, the Project entitlements are subject to the City's zoning code and development standards in effect in the City's Municipal Code under MMC XI-10 before the CZO became effective on October 2, 2025, which moved zoning code regulations to a new title, MMC XIII.

(DIFs) in effect at the time of the preliminary application review period, with some exceptions as detailed in SB 330.

PROJECT DESCRIPTION

Overview

The Project consists of the development of 272 new townhome condominium units in 29 buildings with associated landscaping and site improvements, including private alleyways and outdoor amenity spaces/parks. 14 of the buildings would be three-story attached townhomes, up to a maximum height of 36-feet, mostly placed along the west property line adjacent to the existing single-family residential community and around the center of the Project site. The other 15 buildings are designed as four-story stacked townhomes, up to a maximum height of 51-feet, located along the Project site to the east and south. Within the Project Plans (Attachment D), the three-story attached townhomes buildings are known as "Cove" and the four-story stacked townhomes as "Vera". The townhomes range from approximately 1,400 to 2,300 square feet of habitable space comprised of two-, three-, and four-bedroom units. The Project also provides 637 vehicle parking spaces (544 spaces within a garage and 93 uncovered surface level guest parking spaces). The Applicant will also dedicate 41 of the units as affordable units for the moderate-income level to satisfy the City's Affordable Housing Ordinance.

The Project site currently used as the South Bay Tech Center (SBTC) is developed with six existing commercial/office buildings and surface parking lots that are still leased out by the Property Owners to various tenants. If the Project is approved, the Applicant will be required to obtain a Demolition Permit to demolish all existing structures, and a building permit to allow for construction of the Project. The SBTC's commercial real estate broker will begin tenant relocation assistance soon after the Planning Commission hearing.

The Project is also eligible for certain concessions, waivers, and parking incentives under State Density Bonus Law (SDBL) (Gov. Code § 65915 et seq.) because at least 10 percent of the total units will be reserved for moderate-income households. The "Project Analysis" section of this staff report includes a full discussion of the State Density Bonus Law provisions related to this Project.

Location and Context

The Project site is generally flat and is located to the west of South Main Street and north of Montague Expressway. Figure 1 shows the aerial location of the Project site outlined in yellow and Figure 2 shows the zoning map:

Figure 1 – 1601-1765 S. Main Street – Project Site Aerial Map

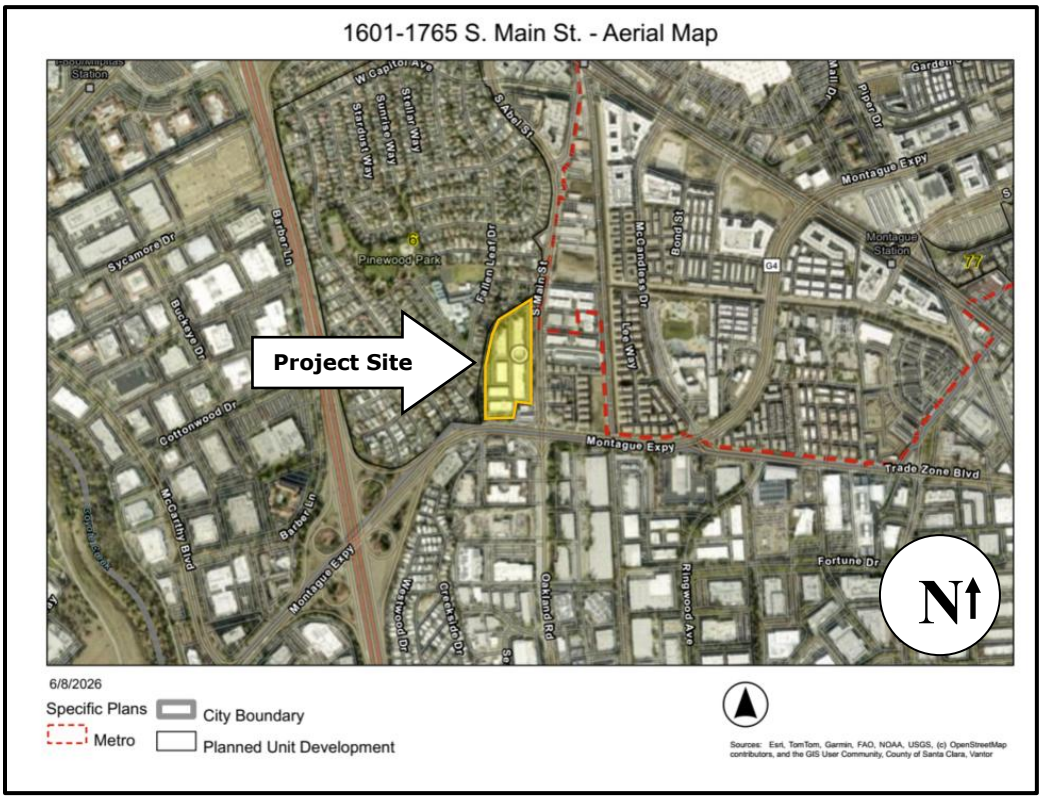


Figure 2 – 1601-1765 S. Main St – Project Site Zoning Map

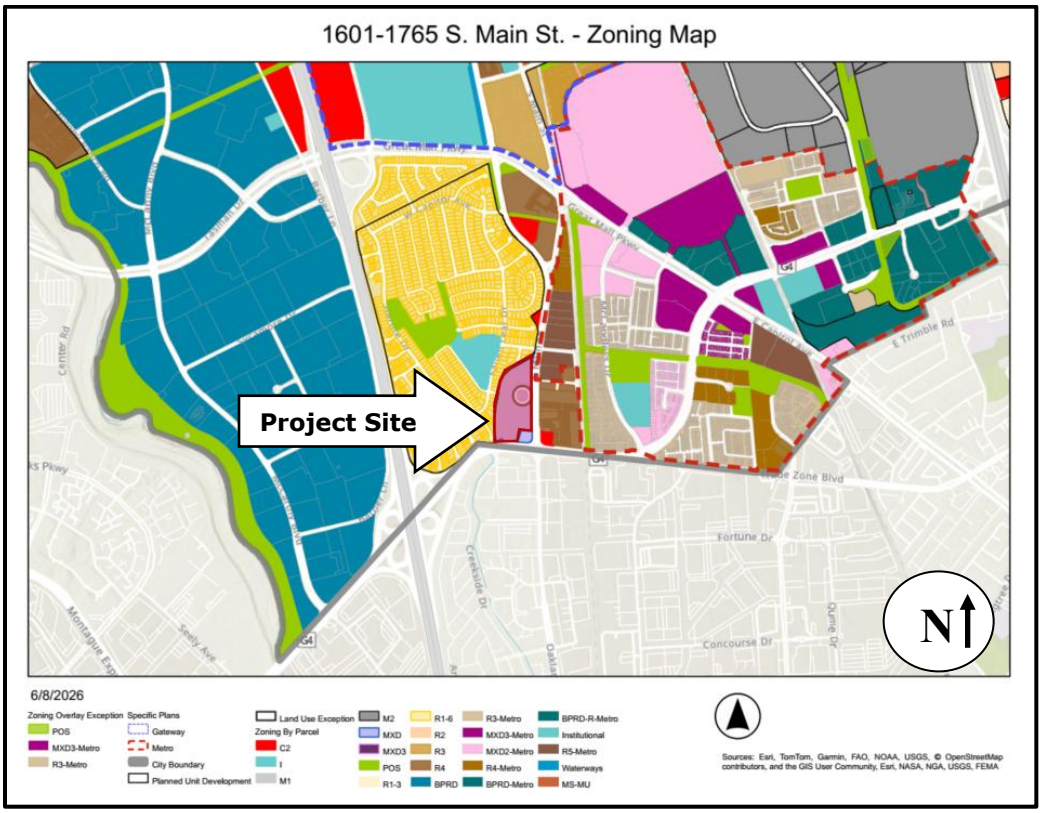


Table 1: Surrounding Zoning and Land Uses

	General Plan	Zoning	Existing Uses
Subject Site	Neighborhood Commercial Mixed Use (NCMU)	Mixed Use (MXD)	Six Multi-tenant Commercial/Office Buildings
North	Low Density Residential (LDR)	Single-Family Residential (R1-6)/ Planned Unit Development (PUD) No. 6 Starlite Pines	Single-Family Residential/PUD 6 Starlite Pines
South	Corner Lot Southeast of Project Site: Neighborhood Commercial Mixed Use (NCMU) South: N/A	Corner Lot Southeast of Project Site: Mixed Use (MXD) South: N/A	Corner Lot Southeast of Project Site: Gas Station (Rotten Robbie) / South: Montague Expressway / City of San Jose
East	Very High Density Residential (VHDR) / General Commercial (GNC)	Multi-Family Very High Density Residential (R4) / General Commercial (C2)	Four-story Residential Buildings / Gas Station (Shell)
West	Low Density Residential (LDR)	Single-Family Residential (R1-6)/ PUD No. 6 Starlite Pines	Single-Family Residential/PUD 6 Starlite Pines

Table 1 summarizes the surrounding uses of the Project site and nearby properties. As shown in Figures 1 and 2, the Project site is an irregular odd-shaped lot and is located towards the southwestern limits of the City. The Project site is zoned Mixed Use (MXD) with a Neighborhood Commercial Mixed Use (NCMU) General Plan land use designation, and the lot immediately southeast of the Project site is developed with an existing Rotten Robbie gas station. South Main Street is located east of the Project site and further east across the street in the opposite street corner of the Rotten Robbie gas station is another existing gas station with a car wash operated by Shell. Other existing properties located east and to the northeast of the Project site are zoned for high density residential including R4 and R5-Metro and currently are developed with three- to four-story multifamily residential buildings. The Project site is bounded along the north and west property lines by an existing single-family residential subdivision, also known as Planned Unit Development "PUD" No 6., Starlite Pines. Montague Expressway also bounds the Project site to the south, which is owned and operated by the County of Santa Clara Roads and Airports Department.

PROJECT ANALYSIS

This section will evaluate elements of the proposed Project for conformance with the Milpitas 2040 General Plan, 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 Neighborhood Commercial Mixed-Use (NCMU). The NCMU designation provides opportunities for vertical and horizontal mixed-use residential development to provide for area vibrancy and to encourage the redevelopment of aging

commercial centers by allowing residential developments up to 60 dwelling units per acre for mixed-use and residential only projects, and states that residential only developments do not require any minimum non-residential Floor Area Ratio (FAR). 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
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.*	**Consistent.** The Project includes 272 new housing units with a residential density of 24.3 dwelling units per acre. 41 of these units will be reserved for the moderate income level to meet the City's Affordable Housing Ordinance requirements. The Project proposes a mix of floor plans including two-, three- or four-bedroom options in a three-story townhome or four-story stacked townhome design to provide a variety of options to residents. The Project will also provide housing opportunities with those with special needs by providing at least 10 percent of the total units (27 units) as accessible (ADA) units.
Policy LU 4-4: *Encourage new development to facilitate pedestrian, bicycle and transit access through techniques such as minimizing building separation from public sidewalks; providing safe, direct, accessible, convenient, and pleasant pedestrian connections; including secure and convenient bike storage; and orienting building entrances to transit service.*	**Consistent**. The Project would maintain and improve the existing sidewalks around the Project site and provide new onsite bike racks and internal alleys/pathways to accommodate pedestrians and bicyclists. A Project-specific Transportation Operational Analysis report was prepared and reviewed and coordinated with the City's Traffic Engineering Division within the Department of Public Works. The Project also includes specific improvements related to mobility and safety such as upgrades to a traffic signal and a pedestrian crosswalk at the intersection of S. Main Street and Mihakalis Drive, improvements to street lights, and street resurfacing along portions of S. Main Street.
Policy CD 2-7: *Include design elements during the development review process that address security, aesthetics and safety. Safety issues include, but are not limited to, minimum clearance around buildings, fire protection measures such as peak load water requirements, construction techniques, and minimum standards for vehicular, bicycle,*	**Consistent.** The development includes internal private streets within the proposed townhome community for vehicular circulation and to provide access to each townhome. These private streets would be able to accommodate emergency service vehicles, such as fire trucks owned by the City. Parking spaces would be provided per residential unit

Policy	Conformance
and pedestrian facilities and other standards set forth in local, state, and federal regulations.	on-site. The proposed townhomes would install external lighting structures that would be mounted to each building to provide lighting and security to the proposed paseos, outdoor amenity areas, and outdoor parking spaces. Furthermore, the proposed entitlement plans for the Project have been reviewed and conditionally approved by the City's Planning Department, Fire Department, Department of Public Works/Engineering Division, Police Department, and Office of Building Safety for compliance with applicable local, state, and federal code requirements including the California Building Code, California Fire Code, and engineering standards.

Zoning Conformance

The Project site is located in the Mixed-Use (MXD) zoning district. Per the Zoning Ordinance, the MXD zoning district encourages a compatible mix of residential, retail, entertainment, office and commercial service uses within the framework of a pedestrian-oriented streetscape.

As demonstrated in Table 3, the proposed Project is consistent with most of the applicable development standards for the MXD Zoning District. Where the Project is not in compliance with objective standards, the State Density Bonus Law requires the City to grant appropriate concessions, waivers, and parking reductions for qualifying projects.

Table 3: Summary of MXD Development Standards

Development Standard (MXD)	Required	Proposed	Conformance
Density	21-30 du/ac	24.3 du/acre	Yes
Front Yard Setback (Min. – Max.) S. Main Street	8 ft. (min.) - 15 ft. (max.) *MMC Section XI-10-6.04(D)(1)(a)	Five Proposed Buildings #25, 26, 27, 28, and 29 front S. Main Street. All five meet the minimum 8-feet front setback; one exceeds the 15-feet maximum front yard setback but is allowed as follows: Bldg. 29*: 20 ft.	Yes
Rear Yard Setback (Minimum)	10 feet	20 feet	Yes

Development Standard (MXD)	Required	Proposed	Conformance
Height / Number of Stories (Max.)	3 stories and 45 feet	*Vera Townhomes Stacked Flats: 4-stories; 51 feet Cove Townhomes: 3-stories; 38 feet	*Yes, *with approval of an SDBL waiver for Vera Townhomes*
Landscaping	All required front and street setback areas shall be landscaped or paved to allow for outdoor seating, display or goods, or street furniture	All required front and street setback areas are landscaped or paved	Yes
Off-Street Parking	2-3 bedrooms: 2 covered per unit 4 or more bedrooms: 3 per unit, plus 1 additional space for each additional bedroom (at least 2 covered) **Total Project Requirement per MMC:** (265 units) 2-3 bedrooms: 2 stalls x 265 = 530 stalls (8 units) 4+ bedrooms: 3 stalls x 8 =24 stalls 530+34 = 554 Stalls	2 per unit in private garages x 272 = 544 Off-Street Parking Stalls Proposed Net Difference: -10 Off-Street Parking Stalls	Yes, *with SDBL parking reduction*
Guest Parking	Guest Parking: Projects with private garages: 20 percent of the total required, may be uncovered **Total Project Requirement:** 554 Stalls x 20% = 111 guest parking stalls	93 Guest Parking Stalls Proposed Net Difference: -18 Guest Parking	Yes, *with SDBL parking reduction*
Bicycle Parking	5 percent of the total required Total Requirement (554 stalls x 5%): 28 bicycle stalls	34	Yes

*Per MMC XI-10-6.04(D)(1)(a): Within this MMC subsection for Mixed Use Zone General Development Standards for front yard setbacks, other standards may apply to achieve compliance due to other constraints and states: "Where a public easement prevents a building from being located at its required minimum or maximum setbacks, the building shall be located as close to the back of said easement as possible." Due to

an existing public utility easement in front of the proposed Building 29, this building was unable to meet the minimum 8-foot or maximum 15-foot rear setback and as such, has been located as close as possible to the back of the existing easement as possible and will need a minimum 20-ft. front setback.

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 272 townhomes on a 11.2-acre site, which would be classified as a Large multi-family 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.

Although the Applicant is not seeking ministerial review and invoked SB 330, the proposed Project was required to demonstrate compliance with all of the City's 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 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 4 below outlines the request for one (1) concession and three (3) waivers for the proposed Project, as detailed in the Applicant's SDBL Letter (Attachment E) and ODS Compliance Matrix (Attachment F). The request includes one (1) concession and two (2) waivers from the from the City's Objective Design Standards (ODS), and one (1) waiver from the from the City's Zoning Ordinance (ZO).

Table 4: State Density Bonus – Proposed Project Concession, Waivers, and Incentives

SDBL Waiver/ Concession	Regulating Objective Development Standard Subsection
Concession #1	ODS Section 3.9.1.2 – Adjacency to Lower Density Development
Waiver #1	ODS Section 3.9.1.3 – Planting (Spacing of Trees Along Side/Rear Yards)
Waiver #2	ODS Section 2.1.1 – Maximum Block Length
Waiver #3	MMC Section XI-10-6.04-1 – Building Height

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 ODS Section 3.9.1.2, which states that no portion of a building shall be within a 45-degree daylight plane measured perpendicularly from the shared rear property line from a height of 10 feet or the full length of the property line. The Project is adjacent to an existing single-family residential neighborhood (PUD No. 6 Starlite Pines), with a mix of one- to two-story residences abutting the Project site's property line to the north and west. The Applicant has indicated this concession is only necessary for the third story of Buildings 1-7 at the rear elevation, and would only expose partial 3rd floor views of roof parapets at a maximum of 5-feet above the 45-degree daylight plane. The rear property line is generally curved while the buildings are generally straight and oriented parallel with the rear property line, making it difficult to maintain a consistent minimum rear setback throughout the entire length of each building without a significant loss of buildable space. Some buildings are set back 22 to 23 feet from the property line, resulting in an even more limited encroachment into the daylight plane. Since parapet walls are typically needed to help screen rooftop equipment and are blank walls/materials with no windows or balconies, the Applicant does not anticipate this concession request to significantly impact the privacy for the adjacent single-family residences.
    - Furthermore, the Applicant noted that they cannot shift these buildings for compliance as it would result in a loss of units and increased costs for jogged roof trusses, which would be required to keep the buildings out of the daylight plane. Jogged roof trusses are costlier than standard or straight roof trusses due to higher materials and manufacturing costs associated with custom engineering. The Applicant estimates the costs for the design and installation of jogged roof trusses to remove the 3rd floor encroachment would add significant construction costs, approximately $20,000 per building for each of the seven buildings affected.
    - Additionally, the minimum required rear yard setback of the MXD zoning district is 10-feet, and residents of the existing abutting single-family homes along this property line have expressed significant concerns during the Applicant-led community meetings concerning the potential impacts to privacy, screening, and views the medium-density Project may have on their quality of life. The Applicant has consequently designed these buildings to have a rear yard setback of at least 20-feet to further minimize such concerns to the extent feasible, which is double the requirement for the minimum setback. The Applicant considered shifting the rear setback of these buildings further to be completely outside of the daylight plane; however, this would result in a loss of 10 or more units due to complications meeting related Fire, Building, and Engineering

code requirements for minimum street widths, utilities, and fire access requirements, and the loss of these units would make the Project financially infeasible. Daylight plane provisions are modernized urban design concepts intended to address the associated concerns the adjacent neighbors' have expressed and also help ensure the abutting residences will continue to receive adequate sunlight and air, protects against privacy concerns, and preserves views by limiting the visible building mass. The Applicant has modified the proposed Project design and site plan to the extent feasible to meet this ODS requirement with only a minimal portion of a roof parapet potentially visible as described above.

- Waiver #1: ODS Section 3.9.1.3, Planting, requires the rear and side yards to be planted with a minimum of one tree per every 30 linear feet of shared property line and states the spacing of trees may vary. Pursuant to California Government Code Section 65915(e), the Applicant requests a waiver of the objective landscape design standard requiring the installation of trees at prescribed intervals along the side and rear property lines. The Applicant has indicated there is approximately 1,421 linear feet of shared property line, which would require 47 trees at the one tree per 30 linear feet requirement. The Applicant proposes 40 trees along this shared property line, an average of one tree per 35.5 linear feet, which the Applicant indicates is the most amount of trees that can be proposed along this property line without resulting in a loss of units and density and without shifting buildings and impacting compliance with regulations associated with the California Building Code, California Fire Code, and utilities. Therefore, due to the site's configuration, building footprints, utility easements, fire access requirements, minimum walkway dimension requirements, and the residential density authorized under State Density Bonus Law, strict compliance with the tree-spacing requirement would physically preclude construction of the Project at the permitted density.
- Waiver #2: ODS Section 2.1.1, Maximum Block Length, states that all projects shall have a maximum block length of 400 feet and a maximum perimeter length of 1,400 feet, and any block lengths greater than 400 feet shall provide at least one mid-block connection that connects from one public right-of-way to another public right-of-way or public access easement. The Applicant is requesting a waiver from this standard as the block length from the property line to the south and entrance to the site is approximately 462 feet in front of Buildings 27-29. The Applicant is not proposing to include mid-block connections as the connection would have to connect S. Main Street to Montague Expressway in an L-shape configuration, significantly reducing the developable area and overall development capacity. As a result, designing the site with such a mid-block connection on the odd-shaped lot would result in a significant loss of units and density. Additionally, Santa Clara County has jurisdiction over Montague Expressway and will not allow a new curb cut with ingress/egress along this frontage.
- Waiver #3: The Applicant requests a waiver from the maximum number of stories and height allowed for new primary buildings at three stories and 45 feet under the MXD zoning district per MMC Section XI-10-6.04-1 – Building Height. The proposed Project needs relief from this standard for 15 out of the 29 residential buildings currently proposed as the Vera stacked flats, which are all four stories and up to 51 feet in height. Adding a fourth story to these 15 buildings is necessary for the Project to meet the required minimum density of the MXD zoning district at 21 dwelling units per acre. Reducing these buildings to three-stories would result in the loss of 60 units, resulting in a density of 18.9 dwelling units per acre. Therefore, the Applicant's requested waiver of exceeding the maximum building height is necessary as reducing the four-

story buildings to three-stories would result in a loss of units and would prevent the Project from development at the densities allowed and required by applicable law.

Parking Reduction Incentives

Under the affordability provisions of the State Density Bonus Law, any project that reserves more than 10 percent of total units as affordable is eligible for reduced parking standards. Upon a developer's request, a local jurisdiction cannot require more than the following parking ratios for a density bonus project (inclusive of parking for persons with disabilities and guest parking) as shown in Table 5.

Table 5: Maximum Parking Requirements (under State Density Bonus Law)

Type of Unit (or Guest Parking)	Number of Vehicle Parking Spaces
Studio and One Bedroom	One space
Two-Bedroom and Three-Bedroom	1.5 spaces
Four-Bedrooms or more	2.5 spaces
Guest Parking	Zero spaces

The Applicant has requested reduced parking standards allowed under the SDBL and has proposed to provide the following parking, as demonstrated in Table 6.

Table 6: Parking Analysis (under State Density Bonus Law)

Land Use	Unit Count	Rate	Maximum Spaces City Can Require	Spaces Provided	Notes
Townhomes					
Two bedrooms	102	1.5 / unit	153	204	
Three bedrooms	162	1.5 / unit	243	324	
Four bedrooms	8	2.5 / unit	20	16	
Guest Parking	N/A		0	93	Included as part of the total number of parking spaces required under the State Density Bonus Law
		Total	*416*	*637*	

Although the Project does not meet the City's parking requirements as demonstrated in Table 3, the City cannot require more than 416 spaces as shown in Table 6. Since the Project is providing 637 spaces, which exceeds what the City can require, the Project meets the required parking per the SDBL. Furthermore, although MMC Section XI-10-53.07(D)(2)(ii) allows for up to a maximum 50 percent of the total parking spaces to be in a tandem configuration for projects with private individual garages, the SDBL also allows all parking to be in a tandem configuration. In

addition, while the MMC requires 111 guest parking spaces for the Project as shown in Table 3, the SDBL limit on the number of parking spaces local jurisdictions can require is inclusive of guest parking. Therefore, the City cannot require guest parking spaces for the Project beyond what is already being provided. These parking reductions do not count as an incentive or concession.

Subdivision Ordinance

The Project's form, content, and dedications of the proposed tract map have been reviewed by the City of Milpitas Engineering Department and deemed consistent with the provisions of MMC Section XI-1-4 (Tentative Maps), as outlined in Resolution No. 26-014. Tentative Maps require approval of a Resolution by the Planning Commission recommending final approval by the City Council.

Architectural Design

The Project's design concept is comprised of a mix of 14 three-story attached townhome and 15 four-story stacked townhome buildings, each with a private two-car garage and individual entries to each unit reminiscent of urban row homes. The buildings reflect California Modern aesthetic that is influenced by the mix of industrial and commercial sites adjacent to the property reflecting a combination of sloped and flat roofs with siding and stucco clad walls including brick and stone accents, and is compatible with existing residential development along S. Main Street. Pulte has described the architectural design also includes six (6) building types with a maximum length of 165-ft punctuated with two-story bay windows, corner bay windows, and balconies/decks.

The three-story "Cove" units will include private fenced outdoor areas fronting paseos, pocket parks, and sidewalks. The four-story "Vera" units will include a mix of unit entry types ranging from raised entry levels to covered porches. Two different renderings of the proposed Project are shown in Figures 3 and 4.

Figure 3 – Proposed Project Rendering 1



Figure 4 – Proposed Project Rendering 2



Tree Removal and Landscaping

The Project anticipates removing approximately 237 existing trees from the site, including 167 protected trees as defined per MMC Section X-2-7.01 from the Project site to allow for construction of the future development. The Public Works Department has full purview issuing Tree Removal Permits in conformance with MMC Title X, Chapter 2 (Tree Maintenance and Protection), and will not be approved by the Planning Commission and/or City Council at a public hearing. The Applicant must separately continue to coordinate with the Public Works Department on receiving an issued Tree Removal Permit in conformance with MMC Section X-2-4.02, Permit Required for Removal, which includes various options property owners may seek for compliance. The Applicant is proposing to plant 253 mitigation trees to mitigate for the removal of 167 protected trees at the required 2:1 ratio and will pay an in-lieu fee to mitigate for the remainder of the protected trees to be removed. A related Condition of Approval has been included for the Applicant to obtain a Tree Removal Permit from the Public Works Department. Other new landscaping will be included as part of the Project's landscaping design such as various native and drought tolerant shrubs, grasses, flowers, and perennials around the perimeter of the lot, adjacent to pedestrian pathways, and within the amenity park areas onsite. The City's Engineering Division has included relevant conditions of approval the Applicant must comply with to further assess in the post-entitlement phase with construction level drawings. The Applicant must also provide improvements to irrigation efficiency such as compliance with MMC Title VIII, Chapter 5 Water Efficient Landscapes and review final stormwater control plans for the site prior to building permit issuance.

Public Parkland Dedication or In-Lieu Payment Requirements

The City's Subdivision Ordinance requires new subdivisions to provide five 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 of Milpitas (currently $2,308,680 per acre of land outside of the Milpitas Metro Specific Plan and Milpitas Gateway-Main St. Specific Plan "MGSP" areas).

In areas outside the MGSP area such as the Project site, at least 60 percent of the required parkland must be provided as public parklands, and the remaining acreage can receive a credit for up to 40 percent for its private open space meeting criteria pursuant to MMC Section XI-1-9.08. Estimates from the U.S. Census show 2.49 people will occupy each unit for multi-family developments with five (5) units or more. The Project proposes 272 units, resulting in an estimated population of 677 persons and a total parkland requirement of 3.39 acres of parkland, equivalent to approximately $7,818,113.95.

The Applicant will receive a credit of 0.95-acres out of the maximum 1.35-acre allowance of private parkland they will be providing onsite with the three privately owned and maintained pocket parks maintained by the future residents of the subdivision, totaling 41,178-square feet (or 0.95-acres), including: 1) 11,517-square foot park along the Montague Expressway frontage with open lawn areas, picnic tables/chairs, and barbeque amenities; 2) 22,958-square foot park in the northern portion of the Project site with benches, children's playground, table tennis, cornhole, and open lawn areas; and 3) 6,703-square foot park in the northeast corner of the Project site on the S. Main Street frontage as a dog run park including mulch areas with boulders, benches, and a 3-foot tall gated entry/exit fence. Therefore, the City has determined the Applicant must pay for a total of 2.44 acres, or $5,624.867.95 to satisfy the parkland requirement. A full analysis for the Project's parkland requirement is demonstrated in Table 7 below.

Table 7: Project Parkland Requirements Analysis

Pulte Townhomes Proposed	272
Pulte Townhomes Population Estimate (2.49 persons/unit per Census)	677 persons
Citywide Parkland Requirement	5 acres/1,000 people or equivalent fees-in-lieu
Total Parkland Acreage or In-Lieu Fee Required	3.39 acres / $7,818,113.95
Total Credit for Private Common Open Space Proposed in Project (Out of Maximum Allowable Credit of 1.35 acres from 3.39 acres x 40%)	0.95 acres
Balance of Parkland Acreage or In-Lieu Fee Due	**2.44 acres / $5,624,867.95**

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 40.8 units for the Project. The Applicant proposes to meet the City's affordable housing requirement by reserving 41 of the 272 units on-site for moderate-income households as Below Market Rate (BMR) units.

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 maintaining the proposed BMR distribution. The Applicant has agreed to distribute the 41 BMR units between the two building types as shown in Table 8. Refer to Sheet C3.3 of the Project Plans (Attachment D) for the proposed BMR distribution placement among the 29 residential buildings, and the proposed specifications of the BMRs by plan types will receive additional review and screening during the building permit review phase for compliance with the City's AHO including MMC Section XII-1-3.02 (Conditions of approval), MMC Section XII-1-3.03 (Concurrent construction of affordable units), and MMC Section XII-1-3.04 (Design and distribution of affordable units).

Table 8: Project AHO Requirements

COVE Townhomes (3-story) – 13 Total BMRs		
# Bed / # Bath	**Parking**	**# BMR**
2 bed /2 bath	Tandem	6
3 bed /3 bath	Side by Side	7
VERA Townhomes (4-story Stacked Flats) – 28 Total BMRs		
# Bed / # Bath	**Parking**	**# BMR**
2 bed /2 bath	Tandem	7
3 bed /2 bath	Tandem	11
3 bed /3 bath	Tandem	10
		Total BMRs: 41

Housing Element

The Project with its proposed 272 units would result in more overall units on the Project site than the anticipated site capacity anticipated in the Housing Element Sites Inventory (234 units). However, the Housing Element anticipated a greater number of moderate-income (94 vs. 41) and low-income (46 vs. 0) units than proposed by the Project. 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 substantial surplus capacity of 912 units at the moderate-income level and 611 units at the very low- and low-income levels. Although the Project would result in the loss of 53 moderate-income and 46 low-income units relative to the anticipated number of in the Sites Inventory, the City currently has more than enough capacity to accommodate its remaining unmet RHNA in each income category.

Access and Circulation

The proposed Project would be accessed via two entry/exit driveways on South Main Street and will include emergency-vehicle-access-only (EVA) driveway on Montague Expressway. The EVA was coordinated in tandem with the City's Fire and Traffic Engineering Divisions. Proposed drive aisles would be constructed throughout the Project site to provide access to the residential

buildings and townhome units. The proposed Project would also include 24 bicycle parking spaces and 93 uncovered guest-only parking spaces in addition to the proposed 544 covered garage spaces. Of the 93 guest spaces, 59 would be standard stalls, 20 would be compact stalls, 9 would be standard electric vehicle (EV) stalls, 3 would be standard accessible stalls, 1 would be a van-accessible stall, and 1 would be a van accessible EV stall. Overall, the proposed Project would include 637 total parking spaces. The Office of Building Safety will thoroughly check all of the EV requirements during the building permit review phase for any potential refinements. The proposed private streets will also serve as vehicular circulation on-site. For pedestrian access and circulation, the Project will include internal sidewalks and curbs along each private street.

Traffic and Transportation

The City's 2022 Transportation Analysis (TA) Guidelines contains thresholds for when projects require a Vehicle Miles Traveled (VMT) study pursuant to CEQA and when a transportation operation analysis (TOA) is needed to address transportation deficiencies and conform to the Santa Clara County Congestion Management Program. A Project-specific VMT study was prepared and is included within Appendix I to Attachment C. Potential impacts related to this topic area are summarized in Section 4.16, Transportation, of the Project's CEQA Consistency Analysis checklist (Attachment B). In conclusion, the analysis found that development of the proposed Project would not change the conclusions of the General Plan EIR and Housing Element Addendum, and therefore there would be no impact peculiar to proposed Project or the Project site related to transportation.

A Project-specific TOA Report (Attachment G) was prepared and reviewed in consultation with the City's Transportation and Traffic Engineering Division 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. The TOA Report is also used to assess specific off-site public improvements the Applicant may be conditionally required to complete as part of the building permit review and construction phase in collaboration with City staff.

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.

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

Development Fees

The Project was submitted under SB 330 with a preliminary application review period from August 4 to September 3, 2025, and will be subject to the FY 24-25 fee rates unless meeting an exempt fee as detailed in the state law. 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 $5,624,867.95 park in-lieu fee prior to issuance of the final certificate of occupancy.

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.

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
To approve the Site Development Permit, the following findings must be made pursuant to Milpitas Municipal Code Section XI-10-57.03(F):

1. *The layout of the site and design of the proposed buildings, structures and landscaping are compatible and aesthetically harmonious with adjacent and surrounding development.*

   The Project consists of 272 townhome condominium units with associated landscaping and site improvements on a 11.2-acre site and is within the lower end of the density range of the MXD zoning district at approximately 24.3 du/acre which has a maximum of 30 du/acre. The proposed Project generally meets the intent of several adopted objective design standards including building entries front publicly accessible pathways, varying rooflines, and façade articulation details. Colors are earth tone shades of browns and lighter beige with contrasting metal and accent tones. Although the Applicant is proposing to use the SDBL concession request on the ODS Daylight Plane provisions, the potential concerns

with the adjacent single-family residences maintaining privacy and adequate access to light/air is minimal as it may only impact Buildings 1-7 and the rear facade of the 3rd floor in which a portion of a screening parapet only may be visible which include no windows or balconies and therefore future residents would not be able to have immediate views from the rear of the 3rd floor facing the abutting single-family residences. The proposed four-story Vera multi-family residential buildings maintain a strong relationship to the street in that its primary entrance is oriented towards South Main Street. The east exterior walls and roof top include architectural relief in the form of fenestration along the front and massing differentiation along the roof segments. The Project as built will further strengthen the identity of the existing neighborhood and achieve compatibility and aesthetic harmony with the surrounding development.

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

   The proposed Project is generally consistent with the Milpitas Zoning Ordinance, as demonstrated in Table 3 for the MXD zoning district. The proposed multi-family residential buildings are permitted in the MXD zoning district and per MMC Section XI-10-6.04-1, Mixed Use Zone Development Standards, this zoning district does not have a minimum area requirement for any commercial or retail. The Project's design conforms to the site and development standards of the MXD zone and the City's ODS and provided a compliance matrix.

   The Project also conforms to MMC Section XI-10-54.015 (Density Bonus for Affordable Housing Developments) and XI-10-57.05 (Density Bonus Permits). Where exceptions from the MXD or ODS standards are needed, the Applicant has requested one concession, certain waivers, and parking reductions pursuant to the State Density Bonus Law (Gov. Code § 65915 et seq.). The requested concession, waivers, and parking reductions 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. The Project has also involved SB 330, further limiting the City's ability to apply any new objective design standards that were not in effect by the time the SB 330 preliminary application was deemed complete on September 3, 2025.

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

   The proposed Project's use as a multi-family residential development within is consistent with the goals and policies of the City's General Plan 2040. The General Plan 2040 description of the NCMU designation includes providing opportunities for vertical and horizontal mixed use residential development to provide for area vibrancy and to encourage the redevelopment of aging commercial centers by allowing residential developments up to 60 dwelling units per acre for mixed-use and residential only projects, and that residential only developments do not require any minimum non-residential FAR.

   In addition, as shown in Table 2 of the staff report, the Project complies with General Plan policies LU 1-4, LU 4-4, CD 2-7. The Project will provide 272 new condominium townhome units, 41 of which will be affordable units at moderate-income and 27 of which will be ADA accessible, thereby contributing to the existing housing mix in the surrounding area including a variety of two-, three-, or four-bedroom floor plans. The

Project 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 as the Applicant must complete and coordinate with the City's Public Works Department/Engineering Division on several on- and off-street public improvements that are included as Exhibit 1 (Conditions of Approval) of Attachment A (Project Resolution).

Conditional Use Permit

To approve the Conditional Use Permit, the following findings must be made pursuant to Milpitas Municipal Code Section XI-10-57.04(F):

1. *The proposed use, at the proposed location, will not be detrimental or injurious to property or improvements in the vicinity nor to the public health, safety and general welfare.*

   The Project will not be detrimental or injurious to property or improvements in the vicinity or public health, safety, or general welfare. The Project is consistent with other multi-family residential projects within the South Main Street vicinity, including two existing projects directly across the Project site to the east, and conditioned to preserve the health and wellness of future residents. By allowing tandem parking in the majority of private garages throughout the development and with the use of the SDBL parking reductions, the Project will be able to offer more parking spaces for its residents and will include 93 surface guest parking stalls. Future residents would be subject to several rules in the future Homeowners Association (HOA) along with CC&Rs which will be reviewed by the City as conditionally required that will be sent to the California Department of Real Estate. In addition, the condominium project creates housing opportunities and increases the diversity of housing types in the City area by offering for-sale townhomes with an assortment of two-, three-, and four-bedroom floor plans and will designate 41 units as moderate level affordable units in compliance with the City's Affordable Housing Ordinance.

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

   The proposed Project is consistent with most of the Milpitas Zoning Ordinance after utilizing mandated State Density Bonus Law for one concession, certain waivers, and parking reductions as demonstrated in Tables 3 and 4. The proposed multi-family residential Project is permitted in the Mixed Use (MXD) Zoning District without any minimum area requirement for a commercial or retail component. The Project design conforms to most of the site and development standards of the MXD zone and the Citywide ODS as noted. Therefore, a conditional use permit is required to allow the subdivision of the proposed townhome units.

   The Project also conforms to MMC Section XI-10-54.15 (Density Bonus for Affordable Housing Developments) and XI-10-57.05 (Density Bonus Permits). Where exceptions from the MXD/ODS standards are needed, the Applicant has requested one concession, four waivers, and parking reduction exceptions pursuant to the State Density Bonus Law (Gov. Code §§ 65915 *et seq*.). The requested concession to a partial deviation to the ODS daylight plane provision for seven buildings and may only see a parapet wall, waivers for

additional height addition to the Vera four-story townhome flats, reduced protected tree removal ordinance replanting ratio requirements, relief to the spacing of tree plantings along the rear/side property lines, along with parking reductions will support the development of affordable housing on a site where it would not otherwise be possible through a strict application of the specified standard.

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

   The proposed Project is consistent with the Milpitas General Plan, as demonstrated and outlined in Table 2. The Conditional Use Permit (CUP) to allow for a condominium subdivision allows for a townhome development, which is consistent with the goals and policies of the City's General Plan 2040. The General Plan 2040 description of the NCMU designation includes providing opportunities for residential development including townhomes to provide for area vibrancy and to encourage the redevelopment of aging commercial centers by allowing residential developments up to 60 dwelling units per acre for mixed-use and residential only projects, and that residential only developments do not require any minimum non-residential FAR. Furthermore, the CUP for tandem parking allows for the Project to achieve the proposed density, which is within the density range allowed in the NCMU land use designation.

Vesting Tentative Map

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

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

   The General Plan designation for the Project site is Neighborhood Commercial Mixed Use (NCMU). The NCMU designation is intended to accommodate a vertical and horizontal mix of commercial and residential uses with an emphasis on neighborhood commercial activity and provides opportunities for vertical and horizontal mixed use residential development to provide for area vibrancy and to encourage the redevelopment of aging commercial centers by allowing residential developments up to 60 dwelling units per acre for mixed-use and residential only projects and also states residential only developments do not require any minimum non-residential FAR. As this Project proposes 24.3 dwelling units/acre, it is consistent with both the intended NCMU land use designation of the General Plan and the relevant density requirement of being up to 60 dwelling units/acre and is a residential only Project.

   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 the existing 11.2 acre 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 1980s.

Furthermore, as shown in Table 2 in the staff report, the Project complies with General Plan policies LU 1-4, LU 4-4, and LU 2-7. 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 includes the development of 272 residential condominium units at a density of 24.3 dwelling units/acre. The General Plan land use designation applicable to the site Neighborhood Commercial Mixed Use (NCMU), and with the zoning designation as Mixed Use (MXD) permits residential only development at densities of 21 to 30 dwelling units/acre. Given that the Project also qualifies for a Density Bonus, the map is therefore consistent with the General Plan.

      As outlined above, the Project site includes the development of 272 residential condominium units at a density of 24.3 dwelling units per acre (du/acre). The General Plan land use designation applicable to the site Neighborhood Commercial Mixed Use (NCMU), and with the zoning designation as Mixed Use (MXD) permits residential only development at densities of 21 to 30 dwelling units/acre. Given that the Project also qualifies for a Density Bonus, the map is therefore consistent with the General Plan. Additionally, the City's Public Works Land Development Division reviewed the proposed map with the Planning Department and worked with the Applicant's civil engineer 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.

   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 in that it would allow for multifamily residential development with associated public improvements, which are consistent with the applicable General Plan goals and policies as described in Tentative Map Finding 1 and identified in Table 2 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 proposes 24.3 dwelling units per acre, consistent with the 21-30 dwelling units per acre allowed by the General Plan including the City's Housing Element as the Project site was included as a Rezone Site in the latest adopted 2023-2031 cycle. The Vesting Tentative Map would allow for development that is compatible with a new residential community along S. Main St. and will include a new internal circulation network reviewed by the Fire Department and Engineering Division, improvements to the onsite and off-site sidewalks and intersections, 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 or residential development under the City's General Plan and is zoned for this type of development under the MXD zoning district. The proposed Project will be an infill development that has already been developed since the 1980s with a mix of six commercial/office buildings, surface parking lots, and associated infrastructure, and would demolish all existing structures (with separate subsequent post-entitlement permits to be obtained from the Office of Building Safety) and add 272 condominium units, new internal roadways, and infrastructure improvements. 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. The site is located in an urban context suitable for multifamily development and is generally flat and approximately 11.2-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 11.2-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 and the Project has included several conditions of approval under the Engineering Division.

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 six multi-tenant commercial/office buildings, surface parking lots, and infrastructure and is surrounded by a mixture of other major roadways, 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 updating all easement information. 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 3-inch grind and overlay will be provided along the S. Main Street frontage and new sidewalks along the Montague Expressway/S. Main Street frontages built to the City's Engineering Standard Details to aid in the General Plan's vision for complete streets and several improvements to the S. Main Street/Mihalakis Drive intersection. Other required public improvements are detailed in the Engineering Department's "Specific Improvements" section of the conditions of approval and include new street trees, installation of radio-transmitting water meters with built-in antennas, and a lighting analysis on the existing streetlight conditions along the S. Main St. frontage 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 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 and reviewed by the City to facilitate and manage the operations, maintenance and related functions of the common areas prior to recordation with the California Department of Real Estate. 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 Milpitas Municipal Code Section XI-10-54.15(D):

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

The proposed Project includes 272 townhome condominiums on an 11.2-acre lot, equaling to 23.4 dwelling units per acre, meeting the General Plan density allowed the NCMU land use designation of up to 60 du/acre for residential only projects and is within the 21-30 du/acre range as required in the MXD zoning district. Therefore, the Project is within the density range as specified in the General Plan, 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 and/or Redevelopment Agency modifying the requirements as to unit size or type, if it is found that such a modification would better serve the affordable housing need of Milpitas.*

   The Applicant has allocated a total of 41 units as affordable units reserved for moderate-income households out of the total 272 units. In order to meet the City's Affordable Housing Ordinance (AHO) requirements, the affordable units will be distributed across the Project site per MMC Section XII-1-3.04, Design and distribution of affordable units. The distribution of the 41 affordable units is listed below. 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. All BMR as codified in the City's AHO units must be developed with the same specifications and appliances as the standard, market-rate units.

COVE Townhomes (3-story) – 13 Total BMRs		
# Bed / # Bath	**Parking**	**# BMR**
2 bed /2 bath	Tandem	6
3 bed /3 bath	Side by Side	7
VERA Townhomes (4-story Stacked Flats) – 28 Total BMRs		
# Bed / # Bath	**Parking**	**# BMR**
2 bed /2 bath	Tandem	7
3 bed /2 bath	Tandem	11
3 bed /3 bath	Tandem	10
		Total BMRs: 41

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

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

4. *Retaining Affordability. A developer shall agree to, and the City shall insure continued affordability of, all lower- or very low-income density bonus units for 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 41 of the 272 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 272 townhome condominiums for sale with 41 units allocated to moderate-income BMR households, rather than for rent. Affordability provisions will be assessed on the sale of the individual townhome condominium units.

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 three waivers and one concession pursuant to State Density Bonus Law.

ENVIRONMENTAL REVIEW

The City conducted an environmental assessment for the proposed Project (P-EA25-0001) in accordance with the California Environmental Quality Act ("CEQA"), as amended. The City certified the Final Environmental Impact Report (EIR) for the Milpitas General Plan Update on March 9, 2021 (State Clearinghouse No. 2020070348), and also certified the Addendum to the General Plan EIR prepared for the 2023-2031 Housing Element on June 18, 2023. The Addendum concluded that the Housing Element update does not exceed General Plan buildout capacity and would not result in any new significant impacts. The Housing Element identifies the City's housing needs and outlines the specific goals, policies, and programs to address them. Importantly, the Housing Element quantifies how many new housing units the City needs to accommodate projected growth in the region as part of the Regional Housing Needs Assessment (RHNA). As part of the Housing Element, the City identified two types of sites for future residential development in order to accommodate the City's RHNA allocation, including Opportunity Sites and Rezone Sites. The Project site was identified as a Rezone Site for residential development in the Housing Element and has been previously assessed in the aforementioned CEQA documents.

The City prepared a Project-specific document in accordance with CEQA and have prepared the "1601-1765 S. Main St. Project Environmental Consistency Analysis" pursuant to CEQA Guidelines Sections 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning) (and 15162. This Consistency Analysis is included as Exhibit 2 to the Resolution (Attachment B) and Exhibit 3 of the Resolution includes the supporting technical reports as substantial evidence for the CEQA Exemption (Attachment C). 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 15183 and the General Plan Update EIR and the Housing Element Addendum. As the prepared document is considered a CEQA exemption, no public circulation of the exemption and no public comment period is required. Therefore, the Project is exempt from the provisions of CEQA, and no further environmental review is required.

PUBLIC COMMENT/OUTREACH

The Applicant hosted a virtual community meeting on July 15, 2025, with an in-person community meeting held at the Milpitas Community Center on September 11, 2025. The meetings were designed by the Applicant to informally present the proposed Project, gauge community interest, discuss design questions and receive feedback, and answer any questions regarding the Project. The meetings were noticed to individuals within 1,000 feet of the Project site by the Applicant and were attended by several members of the community. Attachment H includes summaries of both Applicant hosted community meetings. The community meetings were also attended by City staff.

Staff provided public notice of the proposed Project's Planning Commission public hearing date in accordance with City and State public noticing requirements. At the time of publishing this report, four public comments have been received. A notice was published in the Milpitas Post on June 12, 2026. In addition, notices were sent to all owners and occupants within 1,000 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.

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. 26-014, recommending that the City Council approve Site Development Permit No. SD25-0003, Conditional Use Permit No. UP25-0001, Vesting Tentative Map MT25-0001, Density Bonus Permit No. DB25-0001, and Environmental Assessment No. EA25-0001, subject to the findings and Conditions of Approval.

ATTACHMENTS

A: Resolution No. 26-014 with Exhibit 1: 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: Applicant State Density Bonus Law Letter
F: Applicant City ODS Compliance Matrix
G: Transportation Operation Analysis Report
H: Summaries of Two Applicant Hosted Community Meetings

RESOLUTION NO. 26-014

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MILPITAS RECOMMENDING THE CITY COUNCIL APPROVE SITE DEVELOPMENT PERMIT NO. SD25-0003, CONDITIONAL USE PERMIT NO. UP25-0001, VESTING TENTATIVE MAP NO. TM25-0001, DENSITY BONUS PERMIT NO. DB25-0001, AND ENVIRONMENTAL ASSESSMENT NO. EA25-0001 TO ALLOW THE DEVELOPMENT OF 272 CONDOMINIUM UNITS, 544 PRIVATE GARAGE VEHICLE PARKING STALLS, 93 UNCOVERED SURFACE LEVEL GUEST PARKING STALLS, LANDSCAPING, AND ASSOCIATED SITE IMPROVEMENTS ON A 11.2-ACRE SITE LOCATED WITHIN THE MIXED-USE (MXD) ZONING DISTRICT AT 1601-1765 SOUTH MAIN STREET (APN 083-40-044), 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, on August 4, 2025, Pulte Homes (the "Applicant") submitted a complete pre-application and paid the required pre-application fee for a multi-family residential development that includes 272 condominium townhome units at 1601-1765 South Main St., pursuant to California Senate Bill SB 330 (SB 330) to the City; and

WHEREAS, on September 3, 2025, the City deemed the Applicant's preliminary SB 330 application review complete, before the City's Comprehensive Zoning Ordinance (CZO) Update became effective on October 2, 2025, and as such, review of the Applicant's entitlements as described with the formal submittal was vested under the City's former zoning ordinance per MMC Section XI-10 before the CZO became effective, which moved all associated zoning code regulations to a new title, MMC Section XIII, as effectuated by the City Council's adoption of Ordinance No. 38.858; and

WHEREAS, on December 29, 2025, 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 request is for is a 272-unit townhome condominium subdivision, comprised of 14 multi-family buildings up to 38-feet in height (three stories) and 15 multi-family buildings up to 51-feet in height (four stories) 544 vehicle parking spaces, 93 outdoor surface level guest parking stalls, landscaping, and associated site improvements on a 11.2-acre site located at 1601-1765 South Main Street (APN 083-40-044) in the Mixed Use (MXD) zoning district (the "Project"). The Project requires approval of the following entitlements:

1. Site Development Permit No. SD25-0003: To allow the development 272 townhomes and associated site improvements; and

2. Conditional Use Permit No. UP25-0001: To allow the condominium subdivision and tandem parking configuration; and

3. Vesting Tentative Map No. MT25-0001: To subdivide the property into 272 residential condominium spaces, related common areas, and associated easements; and

4. Density Bonus Permit No. DB25-0001: To ensure compliance with State Density Bonus law and regulations.

WHEREAS, the Planning Department completed Environmental Assessment No. EA25-0001 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 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning), 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 1601-1765 South Main Street 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's 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, and Milpitas Zoning Ordinance, including specifically as provided in MMC Section XI-10-54.15 (Density Bonus for Affordable Housing Developments), which permits waivers and concessions to development standards, as analyzed and documented in the staff report; and

WHEREAS, the Planning Commission is an advisory body to the City Council pursuant to MMC Section XI-10-64.03 (Consideration of Concurrent 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 XI-10-54.15, the City Council is the highest review authority for the Project and, accordingly, all review by other bodies with approval authority over the application shall be in the form of a recommendation to the City Council; and

WHEREAS, on June 24, 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. SD25-0003, Conditional Use Permit No. UP25-0001, Vesting Tentative Map No. MT25-0001, Density Bonus Permit No. DB25-0001, and Environmental Assessment No. EA25-0001 for the 1601-1765 South Main Street 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 1601-1765 South Main Street 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 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning) 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 for the proposed Project (P-EA25-0001) in accordance with the California Environmental Quality Act ("CEQA"), as amended. The City certified the Final Environmental Impact Report (EIR) for the Milpitas General Plan Update on March 9, 2021 (State Clearinghouse No. 2020070348), and also certified the Addendum to the General Plan EIR prepared for the 2023-2031 Housing Element on June 18, 2023. The Addendum concluded that the Housing Element update does not exceed General Plan buildout capacity and would not result in any new significant impacts. The Housing Element identifies the City's housing needs and outlines the specific goals, policies, and programs to address them. Importantly, the Housing Element quantifies how many new housing units the City needs to accommodate projected growth in the region as part of the Regional Housing Needs Assessment (RHNA). As part of the Housing Element, the City identified two types of sites for future residential development in order to accommodate the City's RHNA allocation, including Opportunity Sites and Rezone Sites. The Project site was identified as a Rezone Site for residential development in the Housing Element and has been previously assessed in the aforementioned CEQA documents.

The City prepared a Project-specific document in accordance with CEQA and have prepared the "1601-1765 S. Main St. Project Environmental Consistency Analysis" pursuant to CEQA Guidelines Sections 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning) (and 15162. This Consistency Analysis is included as Exhibit 2 to the Resolution (Attachment B) and Exhibit 3 of the Resolution includes the supporting technical reports as substantial evidence for the CEQA Exemption (Attachment C). 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 15183 and the General Plan Update EIR and the Housing Element Addendum. As the prepared document is considered a CEQA exemption, no public circulation of the exemption and no public comment period is required. Therefore, the Project is exempt from the provisions of CEQA, and no further environmental review is required.

SECTION 3. Site Development Permit Findings (MMC Section XI-10-57.03(F)):

The Planning Commission makes the following findings based on the evidence in the administrative record in support of Site Development Permit No. SD25-0003:

1. *The layout of the site and design of the proposed buildings, structures and landscaping are compatible and aesthetically harmonious with adjacent and surrounding development.*

The Project consists of 272 townhome condominium units with associated landscaping and site improvements on a 11.2-acre site and is within the lower end of the density range of the MXD zoning district at approximately 24.3 du/acre which has a maximum of 30 du/acre. The proposed Project generally meets the intent of several adopted objective design standards including building entries front publicly accessible pathways, varying rooflines, and façade articulation details. Colors are earth tone shades of browns and lighter beige with contrasting metal and accent tones. Although the Applicant is proposing to use the SDBL concession request on the ODS Daylight Plane provisions, the potential concerns with the adjacent single-family residences maintaining privacy and adequate access to light/air is minimal as it may only impact Buildings 1-7 and the rear facade of the 3rd floor in which a portion of a screening parapet only may be visible which include no windows or balconies and therefore future residents would not be able to have immediate views from the rear of the 3rd floor facing the abutting single-family residences. The proposed four-story Vera multi-family residential buildings maintain a strong relationship to the street in that its primary entrance is oriented towards South Main Street. The east exterior walls and roof top include architectural relief in the form of fenestration along the front and massing differentiation along the roof segments. The Project as built will further strengthen the identity of the existing neighborhood and achieve compatibility and aesthetic harmony with the surrounding development.

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

The proposed Project is generally consistent with the Milpitas Zoning Ordinance, as demonstrated in Table 3 for the MXD zoning district. The proposed multi-family residential buildings are permitted in the MXD zoning district and per MMC Section XI-10-6.04-1, Mixed Use Zone Development Standards, this zoning district does not have a minimum area requirement for any commercial or retail. The Project's design conforms to the site and development standards of the MXD zone and the City's ODS and provided a compliance matrix.

The Project also conforms to MMC Section XI-10-54.015 (Density Bonus for Affordable Housing Developments) and XI-10-57.05 (Density Bonus Permits). Where exceptions from the MXD or ODS standards are needed, the Applicant has requested one concession, certain waivers, and parking reductions pursuant to the State Density Bonus Law (Gov. Code § 65915 et seq.). The requested concession, waivers, and parking reductions 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. The Project has also involved SB 330, further limiting the City's ability to apply any new objective design standards that were not in effect by the time the SB 330 preliminary application was deemed complete on September 3, 2025.

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

The proposed Project's use as a multi-family residential development within is consistent with the goals and policies of the City's General Plan 2040. The General Plan 2040 description of the NCMU designation includes providing opportunities for vertical and horizontal mixed use residential development to provide for area vibrancy and to encourage the redevelopment of aging commercial centers by allowing residential developments up to 60 dwelling units per acre for mixed-use and residential only projects, and that residential only developments do not require any minimum non-residential FAR.

In addition, as shown in Table 2 of the staff report, the Project complies with General Plan policies LU 1-4, LU 4-4, CD 2-7. The Project will provide 272 new condominium townhome units, 41 of which will be affordable units at moderate-income and 27 of which will be ADA accessible, thereby contributing to the existing housing mix in the surrounding area including a variety of two-, three-, or four-bedroom floor plans. The Project 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 as the Applicant must complete and coordinate with the City's Public Works

Department/Engineering Division on several on- and off-street public improvements that are included as Exhibit 1 (Conditions of Approval) of Attachment A (Project Resolution).

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. MT25-0001:

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

   The General Plan designation for the Project site is Neighborhood Commercial Mixed Use (NCMU). The NCMU designation is intended to accommodate a vertical and horizontal mix of commercial and residential uses with an emphasis on neighborhood commercial activity and provides opportunities for vertical and horizontal mixed use residential development to provide for area vibrancy and to encourage the redevelopment of aging commercial centers by allowing residential developments up to 60 dwelling units per acre for mixed-use and residential only projects and also states residential only developments do not require any minimum non-residential FAR. As this Project proposes 24.3 dwelling units/acre, it is consistent with both the intended NCMU land use designation of the General Plan and the relevant density requirement of being up to 60 dwelling units/acre and is a residential only Project.

   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 the existing 11.2 acre 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 1980s.

   Furthermore, as shown in Table 2 in the staff report, the Project complies with General Plan policies LU 1-4, LU 4-4, and LU 2-7. 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 includes the development of 272 residential condominium units at a density of 24.3 dwelling units/acre. The General Plan land use designation applicable to the site Neighborhood Commercial Mixed Use (NCMU), and with the zoning designation as Mixed Use (MXD) permits residential only development at densities of 21 to 30 dwelling units/acre. Given that the Project also qualifies for a Density Bonus, the map is therefore consistent with the General Plan.

      As outlined above, the Project site includes the development of 272 residential condominium units at a density of 24.3 dwelling units per acre (du/acre). The General Plan land use designation applicable to the site Neighborhood Commercial Mixed Use (NCMU), and with the zoning designation as Mixed Use (MXD) permits residential only development at densities of 21 to 30 dwelling units/acre. Given that the Project also qualifies for a Density Bonus, the map is therefore consistent with the General Plan. Additionally, the City's Public Works Land Development Division reviewed the proposed map with the Planning Department and worked with the

Applicant's civil engineer 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.

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 in that it would allow for multifamily residential development with associated public improvements, which are consistent with the applicable General Plan goals and policies as described in Tentative Map Finding 1 and identified in Table 2 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 proposes 24.3 dwelling units per acre, consistent with the 21-30 dwelling units per acre allowed by the General Plan including the City's Housing Element as the Project site was included as a Rezone Site in the latest adopted 2023-2031 cycle. The Vesting Tentative Map would allow for development that is compatible with a new residential community along S. Main St. and will include a new internal circulation network reviewed by the Fire Department and Engineering Division, improvements to the onsite and off-site sidewalks and intersections, 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 or residential development under the City's General Plan and is zoned for this type of development under the MXD zoning district. The proposed Project will be an infill development that has already been developed since the 1980s with a mix of six commercial/office buildings, surface parking lots, and associated infrastructure, and would demolish all existing structures (with separate subsequent post-entitlement permits to be obtained from the Office of Building Safety) and add 272 condominium units, new internal roadways, and infrastructure improvements. 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. The site is located in an urban context suitable for multifamily development and is generally flat and approximately 11.2-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 11.2-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 and the Project has included several conditions of approval under the Engineering Division.

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 six multi-tenant commercial/office buildings, surface parking lots, and infrastructure and is surrounded by a mixture of other major roadways, 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 updating all easement information. 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 3-inch grind and overlay will be provided along the S. Main Street frontage and new sidewalks along the Montague Expressway/S. Main Street frontages built to the City's Engineering Standard Details to aid in the General Plan's vision for complete streets and several improvements to the S. Main Street/Mihalakis Drive intersection. Other required public improvements are detailed in the Engineering Department's "Specific Improvements" section of the conditions of approval and include new street trees, installation of radio-transmitting water meters with built-in antennas, and a lighting analysis on the existing streetlight conditions along the S. Main St. frontage 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 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 and reviewed by the

City to facilitate and manage the operations, maintenance and related functions of the common areas prior to recordation with the California Department of Real Estate. Therefore, the proposed subdivision and relevant improvements will not conflict with easements or access to the property.

SECTION 5. Conditional Use Permit (MMC Section XI-10-57.04(F))

The Planning Commission makes the following findings based on the evidence in the public record in support of Conditional Use Permit No. UP25-0001:

1. *The proposed use, at the proposed location, will not be detrimental or injurious to property or improvements in the vicinity nor to the public health, safety and general welfare.*

   The Project will not be detrimental or injurious to property or improvements in the vicinity or public health, safety, or general welfare. The Project is consistent with other multi-family residential projects within the South Main Street vicinity, including two existing projects directly across the Project site to the east, and conditioned to preserve the health and wellness of future residents. By allowing tandem parking in the majority of private garages throughout the development and with the use of the SDBL parking reductions, the Project will be able to offer more parking spaces for its residents and will include 93 surface guest parking stalls. Future residents would be subject to several rules in the future Homeowners Association (HOA) along with CC&Rs which will be reviewed by the City as conditionally required that will be sent to the California Department of Real Estate. In addition, the condominium project creates housing opportunities and increases the diversity of housing types in the City area by offering for-sale townhomes with an assortment of two-, three-, and four-bedroom floor plans and will designate 41 units as moderate level affordable units in compliance with the City's Affordable Housing Ordinance.

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

   The proposed Project is consistent with most of the Milpitas Zoning Ordinance after utilizing mandated State Density Bonus Law for one concession, certain waivers, and parking reductions as demonstrated in Tables 3 and 4. The proposed multi-family residential Project is permitted in the Mixed Use (MXD) Zoning District without any minimum area requirement for a commercial or retail component. The Project design conforms to most of the site and development standards of the MXD zone and the Citywide ODS as noted. Therefore, a conditional use permit is required to allow the subdivision of the proposed townhome units.

   The Project also conforms to MMC Section XI-10-54.15 (Density Bonus for Affordable Housing Developments) and XI-10-57.05 (Density Bonus Permits). Where exceptions from the MXD/ODS standards are needed, the Applicant has requested one concession, four waivers, and parking reduction exceptions pursuant to the State Density Bonus Law (Gov. Code §§ 65915 *et seq*.). The requested concession to a partial deviation to the ODS daylight plane provision for seven buildings and may only see a parapet wall, waivers for additional height addition to the Vera four-story townhome flats, reduced protected tree removal ordinance replanting ratio requirements, relief to the spacing of tree plantings along the rear/side property lines, along with parking reductions will support the development of affordable housing on a site where it would not otherwise be possible through a strict application of the specified standard.

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

   The proposed Project is consistent with the Milpitas General Plan, as demonstrated and outlined in Table 2. The Conditional Use Permit (CUP) to allow for a condominium subdivision allows for a townhome

development, which is consistent with the goals and policies of the City's General Plan 2040. The General Plan 2040 description of the NCMU designation includes providing opportunities for residential development including townhomes to provide for area vibrancy and to encourage the redevelopment of aging commercial centers by allowing residential developments up to 60 dwelling units per acre for mixed-use and residential only projects, and that residential only developments do not require any minimum non-residential FAR. Furthermore, the CUP for tandem parking allows for the Project to achieve the proposed density, which is within the density range allowed in the NCMU land use designation.

SECTION 6. Density Bonus Permit (MMC Section XI-10-54.15(D))

The Planning Commission makes the following findings based on the evidence in the public record in support of Density Bonus Permit No. DB25-0001:

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

   The proposed Project includes 272 townhome condominiums on an 11.2-acre lot, equaling to 23.4 dwelling units per acre, meeting the General Plan density allowed the NCMU land use designation of up to 60 du/acre for residential only projects and is within the 21-30 du/acre range as required in the MXD zoning district. Therefore, the Project is within the density range as specified in the General Plan, 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 and/or Redevelopment Agency modifying the requirements as to unit size or type, if it is found that such a modification would better serve the affordable housing need of Milpitas.*

   The Applicant has allocated a total of 41 units as affordable units reserved for moderate-income households out of the total 272 units. In order to meet the City's Affordable Housing Ordinance (AHO) requirements, the affordable units will be distributed across the Project site per MMC Section XII-1-3.04, Design and distribution of affordable units. The distribution of the 41 affordable units is listed below. 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. All BMR as codified in the City's AHO units must be developed with the same specifications and appliances as the standard, market-rate units.

COVE Townhomes (3-story) – 13 Total BMRs		
# Bed / # Bath	**Parking**	**# BMR**
2 bed /2 bath	Tandem	6
3 bed /3 bath	Side by Side	7
VERA Townhomes (4-story Stacked Flats) – 28 Total BMRs		
# Bed / # Bath	**Parking**	**# BMR**
2 bed /2 bath	Tandem	7
3 bed /2 bath	Tandem	11
3 bed /3 bath	Tandem	10
		Total BMRs: 41

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

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

4. *Retaining Affordability. A developer shall agree to, and the City shall insure continued affordability of, all lower- or very low-income density bonus units for 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 41 of the 272 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 272 townhome condominiums for sale with 41 units allocated to moderate-income BMR households, rather than for rent. Affordability provisions will be assessed on the sale of the individual townhome condominium units.

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 three waivers and one concession pursuant to State Density Bonus Law.

SECTION 7. Housing Element

The Project with its proposed 272 units would result in more overall units on the Project site than the anticipated site capacity anticipated in the Housing Element Sites Inventory (234 units). However, the Housing Element anticipated a greater number of moderate-income (94 vs. 41) and low-income (46 vs. 0) units than proposed by the Project. 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 substantial surplus capacity of 912 units at the moderate-income level and 611 units at the very low- and low-income levels. Although the Project would result in the loss of 53 moderate-income and 46 low-income units relative to the anticipated number of in the Sites

Inventory, the City currently has more than enough capacity to accommodate its remaining unmet RHNA in each income category.

SECTION 8. Approval

The Planning Commission of the City of Milpitas hereby adopts Resolution No. 26-014 recommending to the City Council approval of Site Development Permit No. SD25-0003, Vesting Tentative Map No. MT25-0001, Conditional Use Permit No. UP25-0001, Density Bonus Permit No. DB25-0001, and Environmental Assessment No. EA25-0001, 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 June 24, 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 June 24, 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. SD25-0003, CONDITIONAL USE PERMIT NO. UP25-0001, VESTING TENTATIVE MAP NO. MT25-0001, DENSITY BONUS PERMIT NO. DB25-0001, AND ENVIRONMENTAL ASSESSMENT NO. EA25-0001

PULTE TOWNHOME PROJECT
1601-1765 S. MAIN STREET
(APN 083-40-044)

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 issuance of building permits for the development of 272 townhome condominium units with landscaping and associated site improvements ("Project") on a 11.2-acre site within the Mixed-Use (MXD) zoning district at 1601-1765 S. Main Street (APN 083-40-044), 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.

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. SD25-0003, Conditional Use Permit No. UP25-0001, Vesting Tentative Map No. MT25-0001, Density Bonus Permit No. DB25-0001, and Environmental Assessment No. EA25-0001** (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 XI-10-64-06, this Permit shall become null and void if the development is not commenced 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 XI-10-64.06(B) implementation is defined when:

a. Completes a foundation associated with the Project; or
b. Dedicates any land or easement as required from the zoning action; or
c. Complies with all legal requirements necessary to commence the use, or obtains an occupancy permit, whichever is sooner.

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 Section XI-10-64.07 of the Milpitas Municipal Code, unless otherwise provided by State law, Permittee shall have the right to request a one-time extension of the Permit if the request is made in writing to the Planning Division prior to the expiration date of the approval. **(P)**

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. MT25-0001,** and the balance of the Permit shall be unaffected by Government Code Section 66474.9. **(ALL)**

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 XI-10-63.06 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 California Building Code, as adopted by the City. Changes to the site plan and/or buildings requires review and re-approval by the Office of Building Safety. **(B)**

20. Compliance with Milpitas Public Works Land Development/Engineering Division. The Project/development shall comply with the requirements of the Public Works Land Development/Engineering 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 9, 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. Compliance and Conditions of Approval from Milpitas General Plan 2040: The Milpitas General Plan 2040 contains goals, policies, and action items within each element to implement the General Plan that apply Citywide for all projects. The Project/Applicant/Permitee may be subject to comply to any applicable requirements in the Milpitas General Plan 2040 and the associated Milpitas General Plan 2040 CEQA Final Environmental Impact Report (State Clearinghouse No. 2020070348). The Project-specific Environmental Checklist for the 1601-1765 S. Main Street Project prepared by LSA Consultants dated June 2026, identified action items from the City's General Plan 2040 that the Project should be subject to and listed as Conditions of Approval (COA) below. The Planning Director and/or designee can require the Project's Applicant/Permittee to comply with any other applicable General Plan 2040 requirement at any time.

    During the building permit review phase and before building permit issuance, the Permittee/Applicant shall submit as a separate attachment to the building permit submittals a completed response with applicable details, information, and/or supplemental attachments/materials to demonstrate compliance with all applicable measures, including but not limited to:

    A. COA AIR-1: In compliance with General Plan Action CON-7f, the proposed Project is required to comply with the Bay Area Air District's emission standards. Specifically, during construction of the proposed Project, the Project contractor shall ensure all off-road, diesel-powered construction equipment of 50 horsepower or more used for the Project construction meets, at a minimum, the California Air Resources Board's Tier 2 emissions standards equipped with Level 3 diesel particulate filters or the equivalent.
        i. The Project contractor or Applicant/Permitee 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.
    B. COA BIO-1: In compliance with General Plan Action CON-3b, the Migratory Bird Treaty Act and Section 3503 of the Fish and Game Code, a preconstruction activity survey for nesting birds should be conducted by a qualified biologist prior to construction activities occurring during the nesting bird season (February 1 through August 31) to ensure that no nests will be disturbed during Project implementation. Surveys should be conducted no more than 7 days prior to the initiation of construction activities. During this survey, the biologist should inspect all trees and other potential nesting habitats (e.g., shrubs, ground, and structures) within the project site and in the surrounding area for nests. If the preconstruction activity survey does not identify the presence of any active nests on or within the surrounding area of the site, construction activities may proceed. If nests known to have eggs or young, or that cannot be confirmed to be inactive or to lack eggs or young, are found, or if adults are demonstrating nesting behavior, a qualified biologist should establish an appropriate construction-free buffer around each nest. Generally, a buffer of 50 feet for passerines and 250 feet for raptors is adequate to avoid causing nest abandonment. The buffer should remain in place until the qualified biologist has confirmed that the nest is no longer active.
        i. The Project contractor/Permittee/Applicant shall complete all required surveys and information and shall consult with and update City staff on the qualified biologist contact

information and qualifications, 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.

C. COA PAL-1: In compliance with General Plan Action CON-4b, in the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor shall temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery shall be roped off with a 100-foot radius buffer. Once documentation and collection of the find is completed, the monitor shall remove the rope and allow grading to recommence in the area of the find. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the proposed project in order to mitigate adverse impacts to paleontological resources that may exist on-site in on-site sediments. The PRIMP shall follow guidelines developed by the Society for Vertebrate Paleontology and shall include, but not be limited to, monitoring of earthmoving activities during project excavation in native sediments, specimen recovery, and screen washing; preparation of any collected specimens to the point of identification; identification and curation of any collected specimens into a museum repository with permanent, retrievable storage; and preparation of a final compliance report that would provide details of monitoring, fossil identification, cataloging, and repository arrangements.
    i. The Project contractor/Permittee/Applicant shall complete all requirements and steps and shall consult with and update City staff on the qualified paleontologist contact information and qualifications, and provide documentation to the assigned City Planner before the issuance of any building permit approval for construction including grading or site improvement, or may pause all construction until this COA has been satisfied, and to the Project Engineer or City Inspector upon request.

D. COA HAZ-1: In compliance with General Plan Action SA-5a, prior to the issuance of any grading permit, a Site Management Plan (SMP) should be prepared for use during redevelopment activities. The SMP should include soil management procedures in the event that visual or olfactory evidence of affected soil is encountered and protocols for characterization of excess soil generated during redevelopment activities for off-site disposal or reuse.
    i. The Project contractor/Permittee/Applicant shall prepare the Project SMP, and provide a copy of the SMP to assigned City Planner and other assigned City staff which may be reviewed by applicable staff or other regulating agencies, including the Office of Building Safety, Fire Department, Engineering Division before the grading permit is issued. The City Inspector may request a copy upon request.

25. Landscaping: All approved landscaping and trees shall be permanently maintained and replaced by the property owner(s) and future established 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.

26. 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, The Permittee shall submit a photometric plan to determine appropriate light levels with submittal of on-site improvement plans during the building permit process.

27. Lighting Plan. Prior to issuance of any building permit, Permittee shall submit a lighting and iso-illumination plan per MMC XI-10-54.17 Lighting that shall demonstrate 1) safe and adequate lighting of the project site and 2) lighting is contained and does not spill over onto adjacent properties or create unwanted glare. Permittee shall provide detail, elevations and manufacturer's specifications on proposed light fixture for, light standards, and wall sconces subject to Planning Director and/or designee 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.

28. CC&Rs. Permittee shall submit proposed covenants, conditions, and restrictions (CC&Rs) to the City for approval prior to submission to the 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 Union Pacific Railroads, gas stations, and other adjacent commercial business activity and development; maintenance and irrigation of all landscaping and trees, maintenance and security of all open space park areas and amenities; maintenance, security, and odors of trash enclosures and maintain solid waste/recycling services, maintenance of guest parking areas, and potential graffiti problems towards the tracks and surrounding areas. Furthermore, the CC&Rs shall restrict the use of gasoline powered landscape equipment (blowers and string trimmers).

29. Utilities. Project shall comply with Special Development Standards in Mixed-Use Zones per MMC XI-10-6.06(A), Utilities, as applicable:
    a. Utilities shall be placed in underground or subsurface conduits.
    b. All mechanical equipment, ground transformers and meters shall be located and screened to minimize visual impacts.
    c. Rooftop mechanical equipment shall be concealed form street level views through roof designs that area architecturally integrated with the building, such as equipment wells and parapets.
    d. Public utility distribution meters, vaults, and similar installations shall be consolidated in a single area whenever possible and located away from highly visible areas such as street corners and public open spaces.
    e. Backflow preventors shall be located within landscaped setback areas and painted black or dark green to minimize visual impact. Where no landscaped setback areas exist the backflow preventors shall be incorporated into the front of the building to minimize visual obtrusiveness.
    f. Refuse and recycling containers shall not be visible from a public or private street. Such containers shall be stored either within the parking facility of the building or within a vehicular accessway with screening designed to meet the requirements of this section.
    g. Trash enclosure walls shall incorporate building materials and colors that match the architecture of the building, and be well landscaped.
    h. All telecommunications antennas shall be building façade or roof mounted and screened appropriately.
    i. On Main Street only telecommunication facilities that are disguised to appear as a part of the building architecture (i.e. “stealth” antennas) may be used.

30. Parking: Parking shall be provided and maintained as depicted on the Site Plan approved by the City Council and shall consist of the following:

    a. RESIDENT: A total of 544 vehicle spaces within unit parking garages.
    b. GUEST: A total of 93 guest vehicle spaces are to be provided on site.

31. Bicycle Racks/Parking: A total of thirty-four (34) bicycle parking spaces shall be installed on the site and shall be maintained.

32. Tree Planting Plan/Tree Removal Permit: The Project shall implement a tree planting plan and comply with the City's tree removal ordinance per MMC Title X, Chapter 2 (Tree Maintenance and Protection) under the purview of the Public Works Department for and receive an issued Tree Removal Permit for the Project as issued by the Public Works Department and communicate updates with the Planning Department. The Applicant is initially proposing to plant 167 mitigation trees to mitigate for the removal of 253 protected trees at the required 2:1 ratio and will pay an in-lieu fee to mitigate for the remainder of the protected trees to be removed, subject to change per issuance of a Tree Removal Permit or other compliance methods in conformance of MMC Section X-2-4.02 by the Public Works Department. Any subsequent alterations or amendments to the Project's tree planting plan and/or Tree Removal Permit shall require subsequent review and approval by the Public Works Department and may require the approval of a new, subsequent or amended Tree Removal Permit. Copie(s) of the Project's Tree Removal Permit(s) issued by the Public Works Department shall be sent to the Planning Department. Tree Removal Permit(s) shall be issued by the Public Works Department prior to any pruning or removal of protected trees.
33. Parkland in Lieu Fee. Prior to issuance of the final certificate of occupancy, the Permitee/Applicant shall pay a total of $5,624,867.95 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)).

34. Public Art Fee 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.

OFFICE OF BUILDING SAFETY DEPARTMENT CONDITIONS

35. 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.

36. 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

37. Affordable Housing Requirement: Permittee shall comply with the City's Affordable Housing Ordinance, as set forth in Milpitas Municipal Code Section XI-1-3.00. 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. The proposed BMR distribution placement among the 29 residential buildings, and the proposed specifications of the BMRs by plan types will receive additional review and screening during the building

permit review phase for compliance with the City's AHO including MMC Sections XII-1-3.02 (Conditions of approval), XII-1-3.03 (Concurrent construction of affordable units), and XII-1-3.04 (Design and distribution of affordable units).

a. Permittee shall reserve 41 townhome condominium units for moderate income households, consisting of 13 Cove 3-story Attached Townhome Units and 28 Vera 4-story Stacked Townhome Flats, with the final distribution between specific plan types and buildings determined by the Office of Housing during building permit review:

COVE Townhomes (3-story) – 13 Total BMRs		
# Bed / # Bath	**Parking**	**# BMR**
2 bed /2 bath	Tandem	6
3 bed /3 bath	Side by Side	7
VERA Townhomes (4-story Stacked Flats) – 28 Total BMRs		
# Bed / # Bath	**Parking**	**# BMR**
2 bed /2 bath	Tandem	7
3 bed /2 bath	Tandem	11
3 bed /3 bath	Tandem	10
		Total BMRs: 41

38. 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.

39. 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.

40. Design and Distribution of Affordable Units: Per MMC XII-1-3.04, Affordable units shall meet and maintain compliance with 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.*

41. 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

42. 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

43. 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 m^2) 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.

       Allowed 30 feet between buildings on the upper floors and minimum 35 feet at the first floor as demonstrated in the plans that an aerial apparatus can maneuver in the space.

    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. 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

i. 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.

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

k. 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

l. 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.

m. Site Design Changes: The Fire Department reserves the right to request site design changes as needed to meet the requirements of the CFC, and/or make the request for additional fire protection measures in conformance with the CFC.

44. 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.
The note below applies only to the townhome condo development.
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 C8.2.

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 Engineering 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: Private hydrants shall have the bottom 6 inches of the hydrant painted, with a weather resistive paint, white in color. CFC Section 507.5.7, added by MMC V-300-2.57.

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

45. 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: 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. Hydraulic design for the automatic fire sprinkler system shall provide a minimum of 20% safety margin. CFC Section 903.3.5.6, MMC V-300-2.76

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. FDC/PIV Signage. A metal sign with raised letters at least 1 inch in size shall be mounted on all fire department connections. Signage shall be reflective, weather resistive and approved by the Fire Code Official. CFC Section 912.5

i. 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

j. 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.

46. 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

47. 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

b. Buildings with Courtyards. Fire access shall be provided to enclosed courts for firefighting and rescue operations. Each court shall be designed to provide readily accessible method of bringing a fire department ground ladder (36' long) into the courtyard. Please anticipate and accommodate personnel carrying the ladder. CFC Section 102.9

Planning and architectural features may need to be relocated at the terrace access points between buildings.

c. 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.

d. Solar Electrical Panels: Solar photovoltaic systems shall meet and comply with the CFC Section 1205 requirements.

e. Address Illumination: All required addresses shall be illuminated. CFC Section 505.3, added by MMC V-300-2.55

f. 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.

g. 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.

h. 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 hall be identified for the use of the Fire Department. CA Fire Code Section 509

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

j. 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

48. 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

49. 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.

50. Prior to issuance of grading permit, outline of PHASE_II_Inv_GSI_Final based on the conclusion on page 9 on the observation of hazardous material a SMP should be prepared and provided.

51. Prior to issuance of demolition and building permits, outline under 6.1. Regulatory Agency Records Review on PHASE I ESA report on page 18 to 24, a facility closure if any have been permitted or inspected by the Milpitas Hazardous Material Inspector.

52. 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

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

54. Police Department shall have access to the housing development from South Main Street and EVA on Montague Expressway.

55. Traffic signal lights shall be modified at the Mihalakis Street and South Main Street intersection.

PARKING

56. Parking ratios will be designed to comply with the minimum requirements of the State Density Bonus Law. Each 3-bedroom and 4-bedroom unit will have two parking spaces available. In addition, an extra 0.5 outdoor parking spaces will be allocated for 4-bedroom units. The total number of outdoor guest parking spaces provided on-site will be 93 spaces.

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

58. "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.

59. Parking lot project should allow circulation for police patrols (vehicles, foot, and bicycles) to prevent and reduce the likelihood of criminal activity occurring in the area.

ADDRESSING

60. 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

61. During 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

62. A building design that encourages visibility of potential crime locations and natural surveillance.

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 is 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.

65. All trash enclosures should be located at the parking lot's perimeter, not adjacent to exterior doors or in areas where such enclosures can compromise surveillance.

66. Stairwells and elevators should be of open design whenever possible, making users open to visual scrutiny.

67. Any posters, material, and objects near common area exterior windows (i.e., clubhouse) should not is 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.

ACCESSSIBILITY

68. 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. If a Knox box or keypad is not feasible for an entry point, an appropriate security device, such as an electronic fob, shall be provided to the Police Department.

69. 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

70. 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

71. 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

72. A security camera system should be required for the site, with coverage at all access points into the housing development. 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

73. If applicable, the property manager, HOA representative, or designee shall file an emergency notification form with the police department so law enforcement can contact the property manager/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)***

74. Modifications: The Site Development Permit No. SD25-0003 Project Plans submitted for the 1601-1765 S. Main St; Planning Entitlement, dated 03/09/2026, is subject to change during the plan check stage based upon City's previous comments and conditions stated herein.

75. 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.

76. 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.

77. Photometric Analysis: Permittee shall submit a streetlights photometric analysis for review and approval by the City's Engineering Department. The photometric analysis shall cover the project's frontage along portions of **Montague Expressway and South Main Street.** Design of streetlights shall be in accordance with the Illuminating Engineering Society of North America (IESNA), RP8, for roadway and sidewalk lighting. All streetlights shall also comply with the City's standard design guidelines.

78. 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.

79. 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.

80. Coordination with other Projects: Permittee shall coordinate designs with City of San Jose's proposed I-880/Montague Expressway Interchange Project 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)***

81. 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.

82. Abandonment/Quitclaim Easements: Permittee shall abandon/quit claim existing easements that are in conflict with or unnecessary for the Project.

83. 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.

84. Concurrent Off-site Plan Reviews: Permittee shall submit separate off-site improvement plans for City's review and approval by the Engineering Department.

85. 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.

86. 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.

87. Demolition of Existing Building: Permittee shall demolish existing buildings/facilities that are in conflict with new property lines.

88. 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, pedestrian and bicycle access area, private park, etc.

89. 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).

90. Annexation to the Community Facilities District: Permittee shall submit an executed petition affirmatively consenting to annexing 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 88 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)***

91. Public Improvement Design Standards: All public improvements shall be designed and constructed in accordance with all applicable public improvement design standards, including but not limited to:
    a. Milpitas Design Guidelines: (https://www.milpitas.gov/317/Land-Development-Procedures-Guidelines);
    b. Standard Details and Specifications: (https://www.milpitas.gov/333/Standard-Details-Specifications);
    c. Main Street Plan Line Study: (milpitas.gov/DocumentCenter/View/1143/Main-Street-Plan-Line-Study-PDF); and
    d. Americans with Disabilities Act (ADA) requirements, where applicable.

92. 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.

93. 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.

94. 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.

95. 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. All domestic water and sanitary sewer within the public utility easements on site are to be public.

b. Installation of public (City-maintained) water and sewer mains within on-site private streets and public easements. Please ensure all horizontal and vertical separations meet the CCR title 22 requirements.
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-transmitted water meters with a meter antenna, any repeaters or transmitters as needed with dedicated power supplies at no cost to the City at locations acceptable to the City to ensure accurate and timely reception of meter readings. Permittee shall execute a recorded instrument providing dedicated space, access rights and dedicated power supplies to the City for operation/maintenance/repair/replacement of subject radio antenna.
f. Installation of new street trees along the project frontage. The locations, spacing of street trees and tree species shall be following applicable City standards and details and approved plans.
g. Installation of half-street width 3-inch Asphalt Concrete (AC) grind and overlay (G&O), with a 3-inch base repair on south bound lanes of South Main Street along the project frontage.
h. The Developer shall perform pre- and post-construction pavement analysis, along the northbound lanes of S Main Street, and provide report with pavement restoration recommendation to achieve at minimum the existing conditions (PCI 55) on east side of South Main to the City for review., in lieu of not doing a full street width 3-inch Asphalt Concrete (AC) grind and overlay (G&O), with a 3-inch base repair.
i. With the entrance added at Mihalakis Dr intersection, the bike lane striping shall be re-configured and pavement rehabilitation must be done prior to striping as directed by the City Engineer.
j. The placement of any landscaping, monuments, and signs within the sight triangles of the driveways shall be incorporated in the project plans and reviewed by Public Works staff to ensure adequate corner sight distance.
k. Removal and replacement of existing PCC sidewalk along the project street frontage on South Main Street and Montague Expressway. All sidewalk design shall comply with applicable City standards and details.
l. The existing traffic signal at the intersection of South Main Street and Mihalakis Drive shall be modified by the project to accommodate Driveway 1 as a new west leg. The existing curb ramp on the west side of the crosswalk across South Main Street shall be modified to reflect the revised geometry of Driveway 1. In addition, the project shall provide a striped crosswalk, signal timing optimization, ADA-compliant curb ramps, and pavement striping modifications shall be considered and implemented on the southbound South Main Street approach, as necessary, to accommodate a right-turn lane into Driveway
m. The existing pedestrian push button at the intersection of South Main Street and Mihalakis Drive shall be upgraded with ADA-compliant Accessible Pedestrian Signal (APS) equipment. The project shall also include upgrades to existing traffic signal equipment, including, but not limited to, the controller, video detection cameras, Actelis switches, Malfunction Management Unit (MMU), and a new battery backup system. .
n. At the "Jack in the Box" driveway on South Main Street, install a "No U-Turn" sign for southbound left turn traffic and additional parking restrictions near the driveway to improve sight distance.
o. Prepare and submit a photometric study of the existing street lighting along the project frontage on South Main Street for City review and approval. Based on the approved study, the applicant shall either protect five (05) existing 30-foot-high standard streetlights in place—including poles and luminaires—or implement any necessary improvements to ensure compliance with City streetlight standards.
p. The applicant shall also install eight (8) 16-foot-high single ornamental electroliers and one (1) twin ornamental electrolier along the project frontage, as applicable. The applicant shall remove the existing 9-ft. high electrolier in front of Rotten Robbie gas station and replace it with a single ornamental 16-ft. electrolier. These electroliers shall be in Ancestra model, with 175 Watts Metal Halide on Lumec Pole with #BE2-TX finish in compliance with the City of Milpitas Main Street Plan Line Study (available at: http://milpitas.gov/DocumentCenter/View/1143/Main-Street-Plan-Line-Study-PDF). The developer shall procure an extra light pole of each type and deliver them to the Public Works Corporation Yard for storage.

96. 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.

97. 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.

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

99. 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.

100. Pothole Encroachment Permit: Due to multiple new utility service connections on S. Main Street, 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)***

101. Final Map Recordation: Permittee shall record the final map.

102. 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.

103. 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).

104. 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.

105. 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.

106. 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.

107. 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.

108. Recycling Report Prior to Demolition Permit Issuance: Permittee shall submit Part I of a Recycling Report on business letterhead to the Building Department, 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.

109. 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.

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) Water connection fee at $1,164/unit for residential, based upon increased water usage.
    b) Sewer connection fee at $1,406/unit for residential, based upon increased average wastewater flow.
    c) Wastewater Treatment Plant fee per MMC VIII, Chapter 2, Section 7.04.
    d) Calaveras Boulevard Widening Traffic Impact fee per Resolution No. 7894.
    e) Americans with Disabilities Act (ADA) requirements, where applicable.
    f) 3.8% of applicable fees in accordance with City Resolution No. 8969 as Permitting Automation Fee.

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: For any new back flow device proposed to be installed on an irrigation, domestic or fire service, the Permittee and its qualified cross-connection specialist shall complete and submit a City of Milpitas Hazard Assessment Report (CMP Hazard Assessment Report (Fillable) 2026). An existing Hazard Assessment Report may be submitted if completed in the last six (6) months, or submission of a new assessment if any of the following conditions have occurred: 1) Initial site hazard assessment is older than six (6) months, 2) Account change; 3) New connection; 4) Change in onsite activities or materials that may affect water safety; 5) If there has been cross-connection incident in the last six (6) months or if this work is requirement of the State Water Resource Control Board. The Hazard Assessment Report shall be submitted for review and approval by the City's Utility Engineering department prior to building permit issuance.

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 S. Main Street, Montague Expressway/Blvd., pedestrian sidewalks, and traffic signal modifications as on City approved plans.

118. 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.

119. Landscape Certificate of Completion: Permittee shall submit a Certificate of Substantial Completion that complies with the Milpitas Municipal Code Water Efficient Landscapes Ordinance.

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

121. 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 CONSISTENCY ANALYSIS PURSUANT TO CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES SECTIONS 15183 AND 15162

1601–1765 SOUTH MAIN STREET PROJECT

MILPITAS, CALIFORNIA

LSA

June 2026

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ENVIRONMENTAL CONSISTENCY ANALYSIS PURSUANT TO CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES SECTIONS 15183 AND 15162

1601–1765 SOUTH MAIN STREET PROJECT

MILPITAS, CALIFORNIA

Submitted to:

Kristina Phung, Senior Planner
City of Milpitas
Planning Department
455 East Calaveras Boulevard
Milpitas, California 95035

Prepared by:

LSA
6001 Shellmound Street, Suite 425
Emeryville, California 94608
(510) 236-6810

Project No. 20241555.02

LSA

June 2026

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H: NOISE MEASUREMENT SHEETS
I: VMT AND TRIP GENERATION MEMORANDUM

LIST OF ABBREVIATIONS AND ACRONYMS

µg/m^3	micrograms per cubic meter
1,2-Dichloroethane	1,2-Dichloroethane
95UCL	95 percent upper confidence limit for the arithmetic mean
AAQS	ambient air quality standards
AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACMs	asbestos-containing materials
Air District	Bay Area Air District
APN	Assessor's Parcel Number
BART	Bay Area Rapid Transit
bgs	below ground surface
BMP	best management practice
C2	General Commercial
CalEEMod	California Emissions Estimator Model
Cal/EPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAP Update	Climate Action Plan Update
CARB	California Air Resources Board

CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGS	California Geological Survey
CH_4	methane
CHRIS	California Historical Resources Information System
City	City of Milpitas
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
Cortese List	Hazardous Waste and Substances Sites List
CWA	Clean Water Act
dB	decibel(s)
dBA	A-weighted decibel(s)
DDT	dichlorodiphenyltrichloroethane
DIR	California Department of Industrial Relations
DMA	Drainage Management Area
DNL	day-night average level (also called L_{dn})
DOC	California Department of Conservation

DOSH	Division of Occupational Safety and Health
DPM	diesel exhaust particulate matter
DTSC	Department of Toxic Substances Control
du/ac	dwelling units per acre
DWR	California Department of Water Resources
EIR	Environmental Impact Report
EO	Executive Order
EOP	Emergency Operations Plan
ESA	Environmental Site Assessment
EV	electric vehicle
EVA	emergency-vehicle-access-only
FEMA	Federal Emergency Management Agency
FESA	federal Endangered Species Act
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
General Plan EIR	Final Environmental Impact Report for the Milpitas General Plan Update
GHG	greenhouse gas
gpd	gallons per day
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
GWP	Global Warming Potential v
HCD	California Department of Housing and Community Development

HFCs	hydrofluorocarbons
HFHSZ	High Fire Hazard Severity Zone
Housing Element	City of Milpitas 2023–2031 Housing Element
Housing Element Addendum	Addendum to the General Plan Environmental Impact Report prepared for the 2023–2031 Housing Element
HREC	Historical Recognized Environmental Condition
HVAC	heating, ventilation, and air conditioning
I-	Interstate
in/sec	inch(es) per second
ITE	Institute of Transportation Engineers
LBP	lead-based paint
LCI	Office of Land Use and Climate Innovation
L_{dn}	day-night average level (also called DNL)
L_{eq}	equivalent continuous sound level
L_{max}	maximum instantaneous sound level
LID	low-impact development
LOS	level of service
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MEI	maximally exposed individual
MLD	Most Likely Descendant
MRP	Municipal Regional Permit
Mw	moment magnitude
MXD	Mixed-Use (zoning district)

N_2O	nitrous oxide
NAHC	Native American Heritage Commission
NCCP	natural community conservation plan
NCMU	Neighborhood Commercial Mixed Use
NFIP	National Flood Insurance Program
NOE	Notice of Exemption
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NWIC	Northwest Information Center
OCPs	organochlorine pesticides
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PCBs	polychlorinated biphenyls
PDF	Project Design Feature
PFCs	perfluorocarbons
$PM_{2.5}$	particulate matter less than 2.5 microns in size
PM_{10}	particulate matter less than 10 microns in size
POTW	publicly owned treatment works
PPV	peak particle velocity
PRC	Public Resources Code
proposed project	1601–1765 South Main Street Project
Provision C.3 Data Form	Santa Clara Valley Urban Runoff Pollution Prevention Program Provision C.3 Data Form
RCRA	Resource Conservation and Recovery Act

REC	Recognized Environmental Condition
RHNA	Regional Housing Needs Assessment
RMS	root-mean-square
ROGs	reactive organic gases
RWF	Regional Wastewater Facility
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCCFD	Santa Clara County Fire Department
SCH	State Clearinghouse
SCVWD	Santa Clara Valley Water District
SDSs	Safety Data Sheets
SF_6	sulfur hexafluoride
SFPUC	San Francisco Public Utilities Commission
SGMA	Sustainable Groundwater Management Act
SMP	Site Management Plan
SWMP	Stormwater Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TDM	transportation demand management
TMDL	Total Maximum Daily Load
TPA	transit priority area
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency

USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
Valley Water	Santa Clara Valley Water District
VDECS	Verified Diesel Emission Control Strategies
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOCs	volatile organic compounds
VTA	Santa Clara Valley Transportation Authority

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1.0 PROJECT INFORMATION

1. **Project Title:**

   1601–1765 South Main Street Project

2. **Lead Agency Name and Address:**

   City of Milpitas
   Planning Department
   455 East Calaveras Boulevard
   Milpitas, California 95035

3. **Contact Person and Phone Number:**

   Kristina Phung, Senior Planner
   Email: kphung@milpitas.gov
   Phone: (408) 586-3278

4. **Project Location:**

   1601–1765 South Main Street (Assessor's Parcel Number [APN] 083-40-044) in the City of Milpitas, Santa Clara County, California.

5. **Project Sponsor's Name and Address:**

   Pulte Group
   4511 Willow Road, Suite B
   Pleasonton, California 94588
   Phone: (925) 249-3200

6. **General Plan Designation:**

   Neighborhood Commercial Mixed Use (NCMU)

7. **Zoning:**

   Mixed-Use (MXD)

8. **Project Description:**

   The project site is currently developed with six buildings that comprise the South Bay Tech Center. The proposed project would include redevelopment of the site with 29 new residential buildings consisting of approximately 272 new townhome units. Of the 272 townhomes, 170 would be four-story stacked townhomes and 102 would be three-story townhomes. Of the proposed units, 15 percent would be built as affordable housing per the City of Milpitas' (City) Affordable Housing Ordinance. Overall, the proposed project would result in a density of 24.3 dwelling units per acre (du/ac). The proposed project is fully described in Section 3.0, Project Description.

9. Surrounding Land Uses and Setting:

The project site is surrounded by existing development, including single- and multi-family residential uses, commercial uses, light industrial uses, parks, and institutional uses (schools). Montague Expressway and an existing gas station border the project site to the south, followed by commercial and light industrial uses. Additional light industrial uses are located approximately 0.8 mile southeast of the project site. In addition, Pearl Zanker Elementary School and Pinewood Park are located approximately 0.04 and 0.2 mile northwest of the project site, respectively. South Main Street borders the project site to the east, followed by single- and multi-family residential and commercial uses.

10. Other Public Agencies Whose Approval is Required (e.g., permits, financial approval, or participation agreements):

Refer to Table A, Potential Permits and Approvals in Section 3.0, Project Description.

2.0 INTRODUCTION

This consistency evaluation compares the potential environmental effects of the proposed 1601–1765 South Main Street Project (proposed project) with the scope of analysis and identified environmental impacts in the program-level Final Environmental Impact Report (EIR) for the Milpitas General Plan Update[1] (General Plan EIR),[2] certified on March 9, 2021, and the Addendum to the General Plan EIR prepared for the 2023–2031 Housing Element (Housing Element),[3] certified on June 18, 2023 (Housing Element Addendum) by the City of Milpitas.[4]

The purpose of this analysis is to determine whether the proposed project: (1) falls within the scope of the General Plan EIR and subsequent Housing Element Addendum; (2) is consistent with the findings of the General Plan EIR and subsequent Housing Element Addendum; and (3) would result in any potential impacts during project construction or operation that were not previously analyzed in the General Plan EIR and subsequent Housing Element Addendum or that are unique or peculiar to the project site.

This evaluation has been prepared pursuant to *State California Environmental Quality Act (CEQA) Guidelines* Sections 15183 and 15162. As discussed in Section 4.0 of this document and further explained in Sections 5.0 and 6.0, the proposed project is consistent with the General Plan EIR and subsequent Housing Element Addendum, and no new or more severe impacts would result. Therefore, a Notice of Exemption (NOE) may be filed for the project.

2.1 PURPOSE OF *STATE CEQA GUIDELINES* SECTIONS 15183 AND 15162 CONSISTENCY ANALYSIS

This consistency analysis is prepared pursuant to *State CEQA Guidelines* Section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning), which provides that projects "consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." These provisions streamline the review of such projects and reduce the need to prepare repetitive environmental studies.

Pursuant to *State CEQA Guidelines* Section 15183, the public agency shall limit its examination of environmental effects to those which the agency determines, in an Initial Study or other analysis:

1 City of Milpitas. 2021. *General Plan 2040 City of Milpitas*. March 9.
2 City of Milpitas. 2020. *Final Environmental Impact Report for the Milpitas General Plan Update, State Clearinghouse #2020070348*. January.
3 City of Milpitas. 2023. *City of Milpitas 2023-2031 Housing Element*. January 24.
4 City of Milpitas. 2022. *2023-2031 Housing Element Update, Addendum Evaluation, State Clearinghouse #2020070348.* December.

1. Are peculiar to the project or the parcel on which the project would be located;

2. Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan with which the project is consistent;

3. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action; or

4. Are previously identified significant effects which, as a result of substantial new information not known at the time of EIR certification, are determined to have a more severe adverse impact than discussed in the prior EIR.

In addition, in accordance with CEQA, as set forth in Public Resources Code (PRC) Section 21166 and *State CEQA Guidelines* Section 15162, no subsequent or supplemental EIR or other environmental analysis shall be required unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was adopted, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR;

    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

    d. Mitigation measures or alternatives that 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 (see *State CEQA Guidelines* Section 15162(a) and also PRC Section 21166).

2.2 PROJECT CONSISTENCY WITH A COMMUNITY PLAN, GENERAL PLAN, OR ZONING

On January 24, 2023, the Milpitas City Council approved the City's 2023–2031 Housing Element. An Addendum to the City's General Plan EIR (State Clearinghouse [SCH] No. 2020070348) was prepared for the Housing Element in December 2022, which was certified by the City Council on June 18, 2023. The Addendum concluded that the Housing Element update does not exceed General Plan buildout capacity and would not result in any new significant impacts. The Housing Element identifies the City's housing needs and outlines the specific goals, policies, and programs to address them. Importantly, the Housing Element quantifies how many new housing units the City needs to accommodate projected growth in the region as part of the Regional Housing Needs Assessment (RHNA). As part of the Housing Element, the City identified two types of sites for future residential development in order to accommodate the City's RHNA allocation, including Opportunity Sites and Rezone Sites. Opportunity Sites include vacant or underutilized sites that are currently zoned for residential or mixed-use and are likely to redevelop during this 8-year planning period based on City staff knowledge of expression of interest by the property owner or potential developer. Rezone Sites include sites currently zoned General Commercial (C2) within the Gateway-Main Street Specific Plan area, sites currently designated NCMU in the General Plan, and all sites located in the Metro Specific Plan.

The project site was identified as a Rezone Site for residential development in the Housing Element. Refer to Section 3.3 of this document for additional information regarding the relationship between the proposed project and the City's General Plan and Housing Element.

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3.0 PROJECT DESCRIPTION

The following describes the proposed 1601–1765 South Main Street Project, which is the subject of this analysis prepared pursuant to *State CEQA Guidelines* Section 15183 (Projects Consistent with a Community Plan or Zoning) and Section 15162 (Subsequent EIRs and Negative Declarations). The proposed project would include the demolition of six existing buildings and the construction of 29 new residential buildings that would include 272 new townhome units. The City of Milpitas is the lead agency for the proposed project under CEQA.

3.1 PROJECT SITE

The following section describes the project location, existing conditions, surrounding land uses, and regulatory setting.

3.1.1 Project Location

The approximately 11.2-acre project site is located at 1601–1765 South Main Street (APN 083-40-044) in Milpitas, Santa Clara County, as shown on Figure 1. The project site is bounded by single-family residential uses to the north and west, South Main Street to the east, and an existing gas station and Montague Expressway to the south.

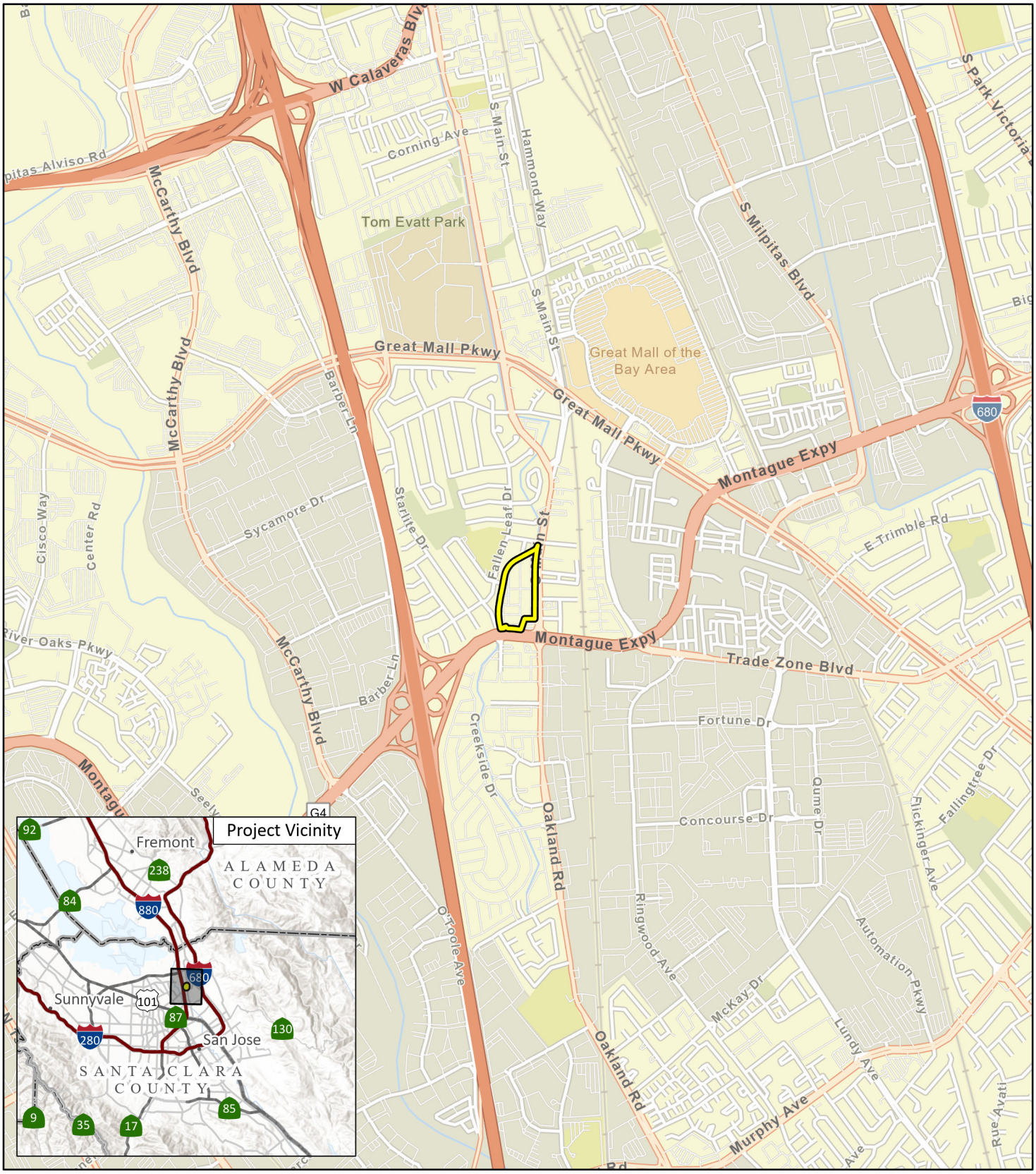
Regional vehicular access to the project site is provided by Interstate (I-) 880 via Montague Expressway, located approximately 0.25 mile west of the project site. Local access is provided via South Main Street and Montague Expressway. Transit in the project vicinity includes bus service provided by the Santa Clara Valley Transportation Authority (VTA), including Line 66, which provides service along South Main Street, and Lines 60, 77, and 20, which provide service along Montague Expressway.[5] The closest bus stop to the project site is at South Main Street and Cedar Way, located approximately 130 feet north of the project site. In addition, the Bay Area Rapid Transit (BART) Milpitas Station is located approximately 0.6 mile northeast of the project site.

3.1.2 Existing Conditions

As shown on Figure 2, the project site is currently developed with six office buildings totaling approximately 176,000 square feet and associated surface parking, known locally as the South Bay Tech Center. The existing buildings include two partial two-story and four one-story structures. The project site is generally level and elevations range between 38 and 41 feet. A historical creek alignment was mapped along the western boundary of the site; however, the creek was previously diverted, and there are no open channels at the project site. In addition to ornamental shrubs, there are approximately 237 trees throughout the project site and 7 street trees along South Main Street and Montague Expressway.

[5] Santa Clara Valley Transportation Authority (VTA). Maps. Website: https://www.vta.org/go/maps (accessed July 2025).

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Project Location

FIGURE 1

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SOURCE: Esri Street Map (2025)

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1601-1765 South Main Street Project

Project Location and Regional Vicinity

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Project Site

FIGURE 2

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1601-1765 S Main Street Project

Aerial Photograph of the Project Site and Surrounding Land Uses

SOURCE: Nearmap (2/10/2025)

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3.1.3 Surrounding Land Uses

The project site is surrounded by existing development, including single- and multi-family residential uses, commercial uses, light industrial uses, parks, and institutional uses (schools). As shown on Figure 2, Montague Expressway and an existing gas station border the project site to the south, followed by commercial and light industrial uses. Additional light industrial uses are located approximately 0.8 mile southeast of the project site. In addition, Pearl Zanker Elementary School and Pinewood Park are located approximately 0.04 and 0.2 mile northwest of the project site, respectively. South Main Street borders the project site to the east, followed by single- and multi-family residential and commercial uses.

3.1.4 Regulatory Setting

The project site is designated as NCMU in the City's General Plan. The NCMU designation is intended to accommodate a mix of commercial and residential uses, with an emphasis on commercial activity as the primary use, and residential uses, hotel, and office development allowed on a limited basis.[6]

The project site is located within the MXD zoning district. As outlined in Section XI-10-6.01 of the City's Municipal Code, the purpose of the MXD zoning district is to encourage a compatible mix of residential, retail, entertainment, office and commercial service uses within the framework of a pedestrian-oriented streetscape. It is intended that the residential and commercial use allowed in the MXD zoning district combine to provide for an "around-the-clock environment," with urban open areas (e.g., plazas, squares) that serve multiple purposes and can be used for special events.[7]

The project site is also identified as a Rezone Site in the City's Housing Element.[8] Rezone Sites include sites currently zoned C2, designated NCMU in the City's General Plan, and all sites located within the Metro Specific Plan area. In the City's Housing Element, the project site was identified as a site to be rezoned to allow a maximum density of 30 du/ac, which is consistent with the maximum density allowed under the MXD zoning district.

3.2 PROPOSED PROJECT

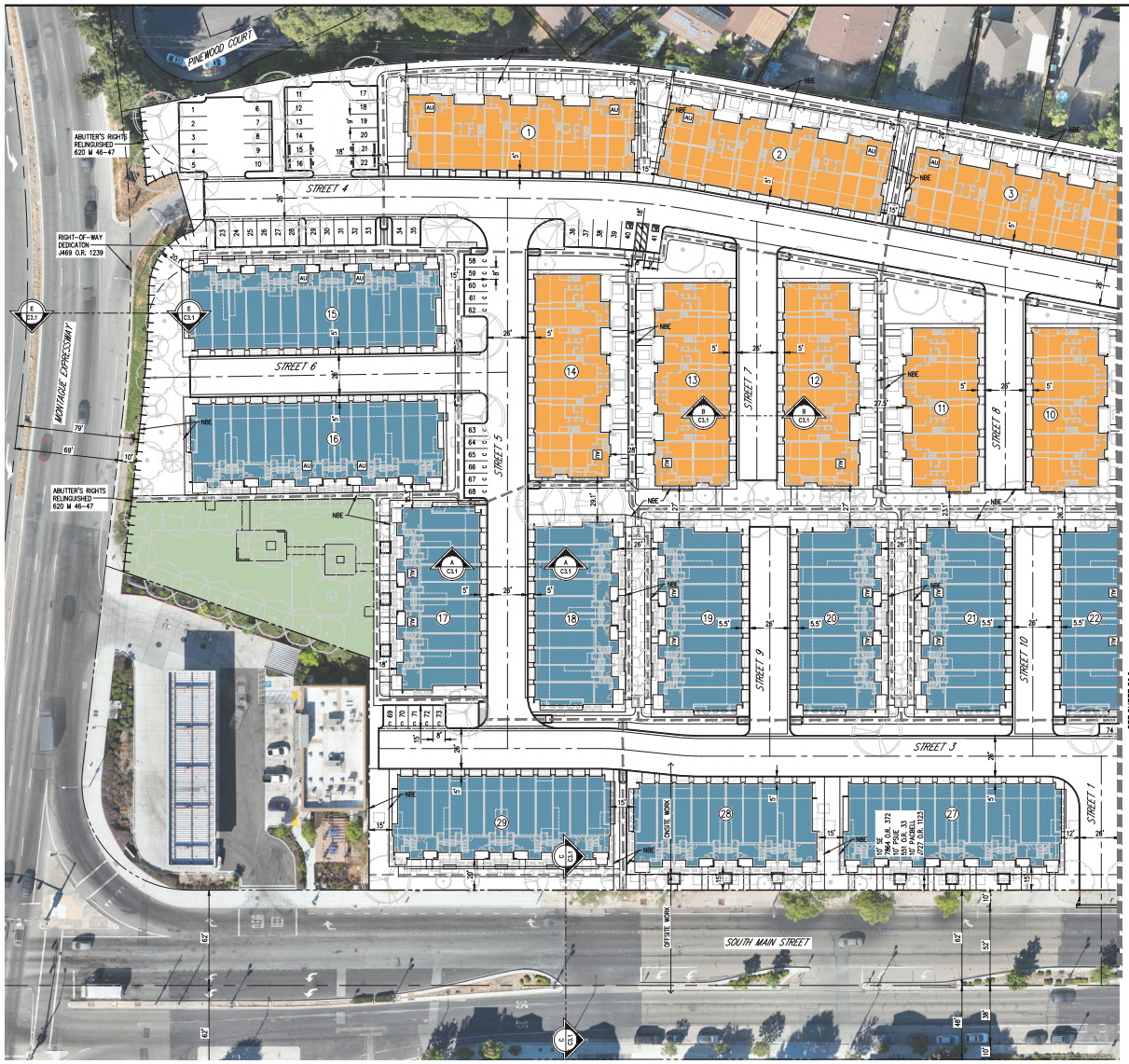
The proposed project would include the demolition of all six existing buildings associated with the South Bay Tech Center on the project site and the construction of 29 new residential buildings consisting of approximately 272 new townhome units. Of the 272 townhomes, 170 would be four-story (51 feet tall) stacked townhomes and 102 would be three-story (36.5 feet tall) townhomes. Of the proposed units, 15 percent would be built as affordable housing per the City's Affordable Housing Ordinance. Overall, the proposed project would result in a density of 24.3 du/ac. Figure 3 shows the overall site plan for the proposed project.

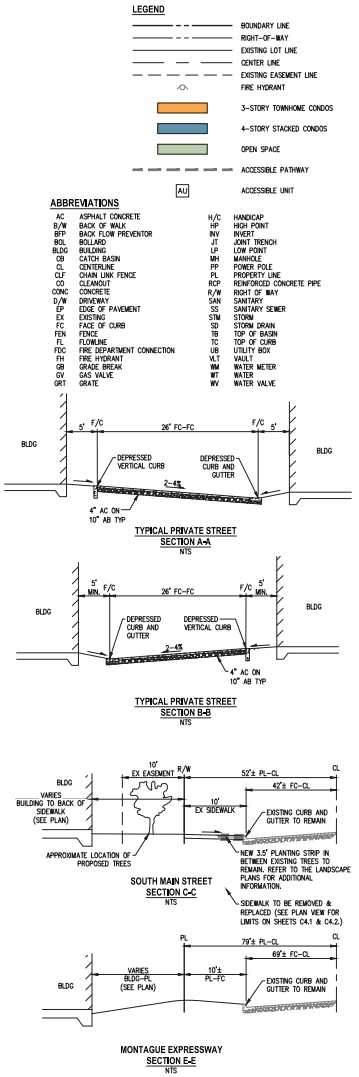
6 City of Milpitas. 2020. *General Plan 2040 City of Milpitas, Land Use Element, Figure LU-1: General Plan Land Use Map*. August 4.

7 City of Milpitas. 2026. *Milpitas Municipal Code, Title XI, Zoning, Planning and Annexation, Chapter 10, Zoning, Section 6, R Mixed Use Zones and Standards*.

8 City of Milpitas. 2023. *City of Milpitas 2023-2031 Housing Element*. January 24.

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FIGURE 3

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SOURCE: City Engineering Associates

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1601-1765 South Main Street Project

Proposed Site Plan

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The new townhomes would range in size from 1,400 square feet to over 2,300 square feet and would include between two and four bedrooms. Each townhome would include a private garage and individual entry. The architectural design for the proposed project includes six building types, each with maximum length of 165 feet, articulated by two-story bays, corner window elements, and a mix of private balconies and decks. The three-story townhomes would include private fenced outdoor areas fronting paseos. The four-story condominium units would include a mix of unit entry types ranging from raised entry levels to covered porches.

3.2.1 Access and Parking

As shown on Figure 3, the proposed project would be accessed via two entry/exit driveways on South Main Street and an emergency-vehicle-access-only (EVA) driveway on Montague Expressway. Proposed drive aisles would be constructed throughout the project site to provide access to the residential buildings and townhome units.

The proposed project would also include 24 bicycle parking spaces and 93 uncovered guest-only parking spaces in addition to the proposed 544 covered garage spaces. Of the 93 guest spaces, 59 would be standard stalls, 20 would be compact stalls, 9 would be standard electric vehicle (EV) stalls, 3 would be standard accessible stalls, 1 would be a van-accessible stall, and 1 would be a van-accessible EV stall. Overall, the proposed project would include 637 total parking spaces.

3.2.2 Open Space and Landscaping

The proposed townhome development would also provide open space through the inclusion of private patios and decks, expansive paseos, pedestrian walking paths, and common open space elements for residents. Specifically, as shown on Figure 4, the proposed project would include approximately 40,200 square feet of common open space, including an approximately 12,000-square-foot pocket park at the southern end of the project site, an approximately 5,700-square-foot dog run area at the northern tip of the project site, and an approximately 22,500-square-foot pocket park in the interior of the project site. The pocket park at the southern end of the project site would include a picnic area, a shaded seating area, and a lawn. The pocket park in the interior of the project site would include a shaded seating area, a children's play area, a lawn, and games such as ping-pong and corn hole.

In addition, new landscaping would be provided throughout the project site and along the project site frontages on Montague Expressway and South Main Street, as depicted on Figure 4. With implementation of the proposed project, all seven street trees would be protected in place. All 237 trees within the project site would be removed, including the 167 protected trees, and 253 new trees would be replanted.

3.2.3 Utilities and Infrastructure

The project site is located in an urban area that is currently served by existing utilities, including water, sanitary sewer, storm drainage, electricity, gas, and telecommunications infrastructure. The proposed project would connect to the existing utility infrastructure in the surrounding area, including existing water and wastewater lines in Montague Expressway and South Main Street.

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FIGURE 4

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SOURCE: Van Dorn

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1601-1765 South Main Street Project

Proposed Site Plan

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Following construction of the proposed project, approximately 358,983 square feet of the project site would be covered by impervious surface area. With implementation of the proposed project, the project site would be divided into 58 Drainage Management Areas (DMAs) (DMAs 1 through 57 and DMA 61). In addition, the proposed project would include two off-site DMAs (DMAs 58 and 59), consisting of the sidewalk along South Main Street, and one in-lieu DMA (DMA 60), which would include a portion of South Main Street east of DMA 59. The on-site, off-site, and in-lieu DMAs are depicted on Figure 5. Stormwater from the project site would be directed to proposed bioretention areas and suspended pavement systems, which would treat stormwater runoff from the project site before it infiltrates the project site. The proposed pocket parks would act as self-retaining areas, meaning they would be designed to capture and store the stormwater runoff from those portions of the project site. Overflows from the bioretention areas and suspended pavement systems would be discharged to Montague Expressway and South Main Street, similar to existing conditions. The proposed project would also include connections to the existing electricity infrastructure in the surrounding area. The proposed project would not utilize natural gas, and no new natural gas connections or infrastructure are proposed as part of the project.

3.2.4 Demolition and Construction

Proposed project construction would include demolition activities, site preparation, installation of utilities, paving, building construction, landscaping, and architectural coating activities. The proposed project would be constructed over approximately 30 months, with construction anticipated to begin in August 2026. Construction of the proposed project is anticipated to require excavation to a maximum depth of 5 feet, and the entire 11.2-acre project site is anticipated to be disturbed during construction activities. Overall, project construction would require the processing of 27,635 cubic yards of cut/fill material and result in approximately 3,322 cubic yards of exported soil.

3.2.5 Project Approvals

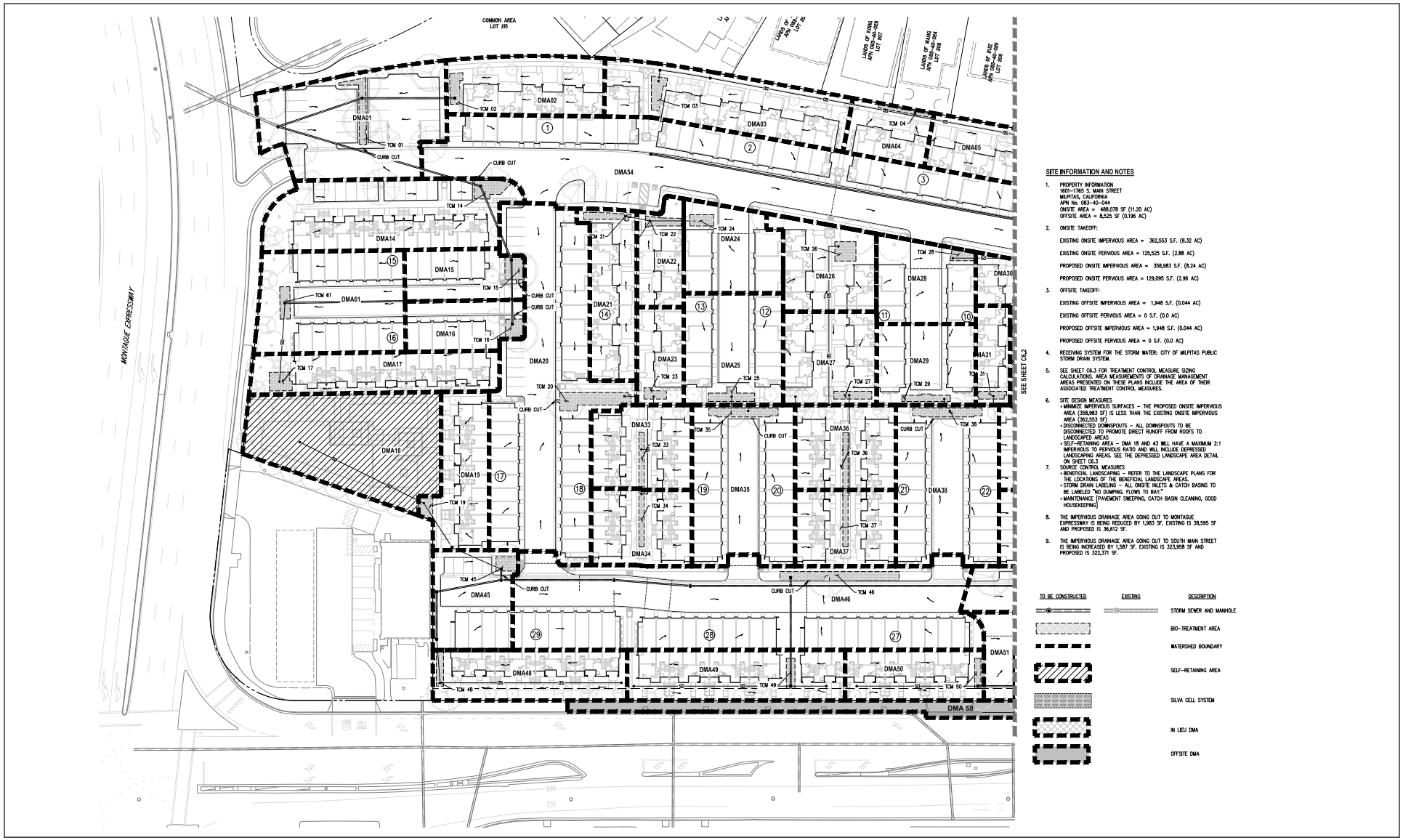
The City of Milpitas is the Lead Agency for the project under CEQA. A list of potential permits and approvals that may be required to be issued by various City departments is provided in Table A, below.

Table A: Potential Permits and Approvals

Lead Agency/Department	Permits/Approvals
City of Milpitas	● Approval of Site Development Permit ● Approval of Conditional Use Permit ● Approval of Density Bonus Permit ● Approval of Tentative Map ● Approval of Environmental Review Assessment
City of Milpitas Office of Building Safety	● Approval of demolition and building permits
City of Milpitas Public Works Department	● Approval of Tree Removal Permit ● Connection to water system ● Connection to wastewater system ● Connection of stormwater infrastructure in Montague Expressway and South Main Street

Source: Compiled by LSA (2026).

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SITE INFORMATION AND NOTES

1. PROPERTY INFORMATION
   1601–1765 S. MAIN STREET
   MILPITAS, CALIFORNIA
   APN No. 083–40–044
   ONSITE AREA = 488,078 SF (11.20 AC)
   OFFSITE AREA = 8,525 SF (0.196 AC)
2. ONSITE TAKEOFF:
   EXISTING ONSITE IMPERVIOUS AREA = 362,553 S.F. (8.32 AC)
   EXISTING ONSITE PERVIOUS AREA = 125,525 S.F. (2.88 AC)
   PROPOSED ONSITE IMPERVIOUS AREA = 358,983 S.F. (8.24 AC)
   PROPOSED ONSITE PERVIOUS AREA = 129,095 S.F. (2.96 AC)
3. OFFSITE TAKEOFF:
   EXISTING OFFSITE IMPERVIOUS AREA = 1,948 S.F. (0.044 AC)
   EXISTING OFFSITE PERVIOUS AREA = 0 S.F. (0.0 AC)
   PROPOSED OFFSITE IMPERVIOUS AREA = 1,948 S.F. (0.044 AC)
   PROPOSED OFFSITE PERVIOUS AREA = 0 S.F. (0.0 AC)
4. RECEIVING SYSTEM FOR THE STORM WATER: CITY OF MILPITAS PUBLIC STORM DRAIN SYSTEM.
5. SEE SHEET C6.3 FOR TREATMENT CONTROL MEASURE SIZING CALCULATIONS. AREA MEASUREMENTS OF DRAINAGE MANAGEMENT AREAS PRESENTED ON THESE PLANS INCLUDE THE AREA OF THEIR ASSOCIATED TREATMENT CONTROL MEASURES.
6. SITE DESIGN MEASURES
   - MINIMIZE IMPERVIOUS SURFACES – THE PROPOSED ONSITE IMPERVIOUS AREA (358,983 SF) IS LESS THAN THE EXISTING ONSITE IMPERVIOUS AREA (362,553 SF)
   - DISCONNECTED DOWNSPOUTS – ALL DOWNSPOUTS TO BE DISCONNECTED TO PROMOTE DIRECT RUNOFF FROM ROOFS TO LANDSCAPED AREAS
   - SELF–RETAINING AREA – DMA 18 AND 43 WILL HAVE A MAXIMUM 2:1 IMPERVIOUS TO PERVIOUS RATIO AND WILL INCLUDE DEPRESSED LANDSCAPING AREAS. SEE THE DEPRESSED LANDSCAPE AREA DETAIL ON SHEET C6.3
7. SOURCE CONTROL MEASURES
   - BENEFICIAL LANDSCAPING – REFER TO THE LANDSCAPE PLANS FOR THE LOCATIONS OF THE BENEFICIAL LANDSCAPE AREAS.
   - STORM DRAIN LABELING – ALL ONSITE INLETS & CATCH BASINS TO BE LABELED "NO DUMPING. FLOWS TO BAY."
   - MAINTENANCE (PAVEMENT SWEEPING, CATCH BASIN CLEANING, GOOD HOUSEKEEPING)
8. THE IMPERVIOUS DRAINAGE AREA GOING OUT TO MONTAGUE EXPRESSWAY IS BEING REDUCED BY 1,983 SF. EXISTING IS 38,595 SF AND PROPOSED IS 36,612 SF.
9. THE IMPERVIOUS DRAINAGE AREA GOING OUT TO SOUTH MAIN STREET IS BEING INCREASED BY 1,587 SF. EXISTING IS 323,958 SF AND PROPOSED IS 322,371 SF.

TO BE CONSTRUCTED	EXISTING	DESCRIPTION
		STORM SEWER AND MANHOLE
		BIO–TREATMENT AREA
		WATERSHED BOUNDARY
		SELF–RETAINING AREA
		SILVA CELL SYSTEM
		IN LIEU DMA
		OFFSITE DMA

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FIGURE 5

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SOURCE: Civil Engineering Group

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1601-1765 South Main Street Project

Proposed Drainage Management Areas

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The proposed project is also submitted pursuant to Senate Bill (SB) 330 and subject to the modifications and protections of the State Density Bonus Law and the Housing Accountability Act. As such, 15 percent of the proposed units would be built as affordable housing per the City's Affordable Housing Ordinance. The provision of 15 percent affordable housing qualifies the project for one concession and unlimited waivers of development standards, per the State Density Bonus Law, which are to be finalized prior to public hearings to consider project approval.

3.3 RELATIONSHIP TO CITY OF MILPITAS GENERAL PLAN AND HOUSING ELEMENT

On January 24, 2023, the City of Milpitas City Council adopted the City of Milpitas' Housing Element. The Housing Element identifies the City's housing needs and outlines the specific goals, policies, and programs to address them. Importantly, the Housing Element quantifies how many new housing units the City needs to accommodate growth in the region as part of the RHNA. As shown in Table B, below, the City must construct 6,713 new housing units by 2031 to meet its housing allocation. The proposed project represents approximately 4.1 percent of the total housing units.

Table B: City of Milpitas RHNA for 2023–2031

	Extremely/Very Low Income	Low Income	Moderate Income	Above-Moderate Income	Total
RHNA	1,685	970	1,131	2,927	**6,713**
Percent Total (%)	25	14	17	44	**100**

Source: City of Milpitas 2023-2031 Housing Element (2023).
RHNA = Regional Housing Needs Assessment

As part of the Housing Element, the City identified two types of sites for future residential development in order to accommodate the City's RHNA allocation, including Opportunity Sites and Rezone Sites. Opportunity Sites include vacant or underutilized sites that are currently zoned for residential or mixed use and are likely to redevelop during this 8-year planning period based on City staff knowledge of expression of interest by the property owner or potential developer. Rezone Sites include sites currently zoned C2 within the Gateway-Main Street Specific Plan area, sites currently designated NCMU in the General Plan, and all sites located in the Metro Specific Plan. As previously discussed, the project site is identified as a Rezone Site in the City's Housing Element.[9]

The Housing Element was determined by the City Council to be in substantial compliance with the State Housing Element Law on January 24, 2023. On May 17, 2023, the California Department of Housing and Community Development (HCD) also found the City's Housing Element to be in substantial compliance with the State Housing Element Law. An Addendum to the City's General Plan EIR (SCH No. 2020070348) was prepared for the Housing Element in December 2022, which was certified by the City Council on June 18, 2023. The Addendum concluded that the Housing Element update does not exceed General Plan buildout capacity and would not result in any new significant impacts.

[9] City of Milpitas. 2023. *City of Milpitas 2023-2031 Housing Element*. January 24.

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4.0 CEQA ENVIRONMENTAL CHECKLIST

This CEQA Environmental Checklist is based on Appendix G of the *State CEQA Guidelines* and modified to include the applicable evaluation criteria outlined in Section 15183. For each environmental topic provided in Appendix G, this section provides a summary of the analysis in the General Plan EIR and Housing Element Addendum (herein collectively referred to as the "Prior EIR") and a statement of the prior level of significance of the impact, followed by a discussion of the proposed project's potential impact related to that environmental topic. Included in the analysis is a determination of whether the mitigation measures identified in the General Plan EIR or Housing Element Addendum are applicable to the proposed project, and whether implementation of the proposed project would result in (1) a significant impact peculiar to the project or project site; (2) new or more severe significant impact not identified in the prior EIR (collectively the General Plan EIR and Housing Element Addendum); or (3) new or more severe impact due to substantial new information.

This CEQA Environmental Checklist applies the following determination of impacts:

- Significant Impact Peculiar to Project or Project Site
- New or More Severe Significant Impact Not Identified in Prior EIR
- New or More Severe Significant Impact due to Substantial New Information
- Project Impacts Adequately Analyzed in Prior EIR

4.1 AESTHETICS

	Significant Impact Peculiar to Project or Project Site	New or More Severe Significant Impact Not Identified in Prior EIR	New or More Severe Significant Impact due to Substantial New Information	Project Impacts Adequately Analyzed in Prior EIR
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

4.1.1 General Plan EIR Analysis

Section 3.1 of the Milpitas General Plan EIR analyzed potential impacts related to aesthetics with implementation of the General Plan. The General Plan EIR determined that all impacts related to aesthetics would be less than significant, and no mitigation was prescribed. Although implementation of the General Plan would lead to new and expanded urban and suburban development throughout the city, which may obstruct or interfere with views of visual features surrounding the city, the General Plan EIR determined that implementation of the policies and actions contained in the General Plan would ensure that new urban residential and non-residential development in the city is located in and around existing urbanized areas and would be developed to be visually compatible with nearby open space resources. Additionally, the implementation of the policies and actions contained in the Community Design Element would further ensure that new development is designed in a way that enhances the visual quality of the community and compliments the visual character of the city, and that adverse effects on public views are minimized.

There are also no designated or eligible Scenic Highways in the city or with significant views of the city, and the General Plan EIR determined that with compliance with the City's Design Guidelines and Plan Review Checklist; the City of Milpitas Master Streetscape Master Plan, Measures I, J, and K; and policies contained in the General Plan, future development under the General Plan would not conflict with applicable zoning and other regulations governing scenic quality or substantially add to existing light and glare in the city.

Section 6.1 of the Housing Element Addendum analyzed potential impacts related to aesthetics with implementation of the Housing Element. The Housing Element Addendum determined that as future development facilitated by the Housing Element update would be subject to adopted development

guidelines, including General Plan policies and actions and the City's Municipal Code, and because development facilitated by the Housing Element would not exceed the buildout capacity specified in the General Plan EIR, implementation of the Housing Element would not result in impacts beyond those addressed or analyzed in the General Plan EIR.

4.1.2 Project Impacts

PRC Section 21099(d) provides that, among other items, "aesthetics… impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Accordingly, aesthetics is no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

1. The project is residential, mixed-use residential, or an employment center.
2. The project is on an infill site.[10]
3. The project is in a transit priority area (TPA).[11]

The proposed project would result in the development of 29 new residential buildings consisting of approximately 272 new townhome units on an infill site. Transit in the project vicinity includes the bus transit service provided by the VTA, including Line 66, which provides service along South Main Street, and Lines 60, 77, and 20, which provide service along Montague Expressway.[12] These lines provide service at a frequency of less than 15 minutes during the morning and afternoon peak commute periods. In addition, as provided in the Vehicle Miles Traveled (VMT) and Trip Generation Review Memorandum, prepared by Hexagon Transportation Consultants, Inc., and dated July 18, 2025 (Appendix I),[13] the project site is located within a TPA.

Because the proposed project meets each of the above three criteria, aesthetic impacts are not required to be considered in determining the significance of project impacts under CEQA. Project elements that relate to changes to aesthetic conditions at the site and vicinity, such as proposed building heights, architecture, and effects of new light and glare, etc., will be considered as part of the planning approval process, including through the City's Development Review Process (City Municipal Code Title XI, Chapter 10, Section 64). In addition, the proposed project would be required to comply with policies and actions contained in the General Plan related to aesthetics. Specifically, the proposed project would be required to adhere to Policy CD-1-1, which requires

10 PRC Section 21099(a) defines an "infill site" as a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

11 PRC Section 21099(a) defines a "transit priority area" as an area within 0.5 mile of an existing or planned major transit stop. A "major transit stop" is defined in Section 21064.3 of the California PRC as a rail or rapid bus transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency or service interval of 20 minutes or less during the morning and afternoon peak commute periods.

12 Santa Clara Valley Transportation Authority (VTA). Maps. Website: https://www.vta.org/go/maps (accessed July 2025).

13 Hexagon Transportation Consultants, Inc. 2025. *VMT and Trip Generation Review for 1601 South Main Street Residential*. July 18.

development projects to preserve positive characteristics and unique features of the site and incorporate a context-sensitive design approach that considers the scale and existing and desired character of adjacent uses and the surrounding neighborhood or district; Policy CD 3-3, which ensures that new development and redevelopment reinforces desirable elements of its neighborhood, district, or center, including architectural style, scale, and setback patterns; and Policy CD 3-5, which ensures that new residential developments are designed to maintain and support the existing character and development patterns of the surrounding neighborhood.

Therefore, the proposed project would have no impact, either individually or cumulatively, on aesthetics, and the proposed project's impacts related to aesthetics have been adequately analyzed in the General Plan EIR.

4.1.3 Conclusion

Given the above analysis, development of the proposed project would not change the conclusions of the General Plan EIR and Housing Element Addendum, and there would be **no impact** peculiar to the proposed project or the project site related to aesthetics. Impacts related to aesthetics would remain less than significant as identified in the General Plan EIR and Housing Element Addendum. No further environmental analysis related to this topic is required pursuant to Sections 15183 and 15162 of the *State CEQA Guidelines*.

4.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Significant Impact Peculiar to Project or Project Site	New or More Severe Significant Impact Not Identified in Prior EIR	New or More Severe Significant Impact due to Substantial New Information	Project Impacts Adequately Analyzed in Prior EIR
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

4.2.1 General Plan EIR Analysis

Section 3.2 of the General Plan EIR analyzed potential impacts related to agriculture and forestry resources with implementation of the General Plan. The General Plan EIR determined that all impacts related to agriculture and forestry would be less than significant, and no mitigation was prescribed. The General Plan EIR states that the city does not have agricultural or forest lands, and the City's Land Use Map does not contain agricultural or forestry land designations. In addition, the General Plan EIR determined that the city is classified as urban and built-up land under the California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program (FMMP) and there is no Williamson Act contract land within the city.

Section 6.2 of the Housing Element Addendum analyzed potential impacts related to agriculture and forestry resources with implementation of the Housing Element. The Housing Element Addendum determined that as future development under the Housing Element update would be located in geographic area as the General Plan, and because development facilitated by the Housing Element would not exceed the buildout capacity specified in the General Plan EIR, implementation of the Housing Element would not result in impacts beyond those addressed or analyzed in the General Plan EIR.

4.2.2 Project Impacts

The project site and vicinity are located within an urban area of the city that does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance;[14] forest land; or land under a Williamson Act contract.[15] In addition, the area is not zoned for any agricultural uses. The proposed project would have no impact, either individually or cumulatively, on agricultural or forest resources, and the proposed project's impacts related to agriculture and forestry resources has been adequately analyzed in the General Plan EIR.

4.2.3 Conclusion

Given the above analysis, development of the proposed project would not change the conclusions of the General Plan EIR and Housing Element Addendum, and there would be **no impact** peculiar to the proposed project or the project site related to agricultural or forestry resources. Impacts on agricultural and forestry resources would remain less than significant as identified in the General Plan EIR and Housing Element Addendum. No further environmental analysis related to this topic is required pursuant to Sections 15183 and 15162 of the *State CEQA Guidelines*.

[14] California Department of Conservation (DOC). 2022. California Important Farmland Finder (map). Website: https://maps.conservation.ca.gov/dlrp/ciff (accessed July 2025).

[15] California Department of Conservation (DOC). 2023. California Williamson Act Enrollment Finder. Website: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/ (accessed July 2025).

4.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

	Significant Impact Peculiar to Project or Project Site	New or More Severe Significant Impact Not Identified in Prior EIR	New or More Severe Significant Impact due to Substantial New Information	Project Impacts Adequately Analyzed in Prior EIR
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

4.3.1 General Plan EIR Analysis

Section 3.3 of the General Plan EIR analyzed potential impacts related to air quality. The General Plan EIR determined that all impacts related to air quality would be less than significant, and no mitigation was prescribed. The General Plan EIR determined that implementation of the General Plan would not conflict with the control measures within the Bay Area Air District's (Air District) 2017 Clean Air Plan, which was the applicable air plan at the time the General Plan EIR was prepared, and that the policies and actions included throughout the General Plan cover the full breadth of air quality issues as recommended in the 2017 Clean Air Plan. Further, implementation of the General Plan was determined to result in an approximately 49.7 percent increase in citywide VMT, compared to a 60.1 percent increase in combined population and jobs. Therefore, the growth rate associated with the General Plan was found to be higher than the VMT increase associated with it. Coupled with the fact that the addition of project generated VMT would result in an approximately 3 percent decrease in total VMT per service population (residents plus jobs) by 2040 compared with the General Plan VMT 2040 projections under the existing General Plan, the proposed project would not result in VMT increases that would exceed the adopted thresholds.

The General Plan EIR also determined that construction facilitated by the General Plan would temporarily increase air pollutant emissions, which would affect local air quality. However, compliance with the current Air District basic control measures for reducing construction emissions of $PM_{10,}$ as detailed in General Plan Policy CON 7-4 would reduce construction emissions such that impacts would be less than significant. In addition, individual projects will be required to provide their own environmental assessments to determine health impacts from the construction and operation of their projects. In the event that future individual projects may result in exposure to toxic air contaminants (TACs) by sensitive receptors, these future projects would be required to implement mitigation measures to reduce the impact to a less than significant level, consistent with

Air District requirements. Therefore, compliance with the applicable policies and programs in the proposed General Plan, as well applicable Air District rules and regulations, would minimize the potential exposure of sensitive receptors to substantial concentrations of TACs and particulate matter within Milpitas, and impacts were determined to be less than significant.

In addition, development facilitated by the General Plan would not create objectionable odors that could affect a substantial number of people. Therefore, implementation of the General Plan would not conflict with or obstruct implementation of applicable air quality plans or result in objectionable odors, and no mitigation was prescribed.

Section 6.2 of the Housing Element Addendum analyzed potential impacts related to air quality with implementation of the Housing Element. The Housing Element Addendum determined that development facilitated by the Housing Element would not exceed the buildout capacity specified in the General Plan EIR. Therefore, implementation of the Housing Element would not result in impacts beyond those addressed or analyzed in the General Plan EIR.

4.3.2 Project Impacts

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

The applicable air quality plan is the Air District's 2017 Clean Air Plan, which defines control strategies to reduce emissions and ambient concentrations of air pollutants, safeguard public health by reducing exposure to air pollutants that pose the greatest heath risk (with an emphasis on protecting the communities most heavily affected by air pollution), and reduce greenhouse gas (GHG) emissions to protect the climate. Consistency with the 2017 Clean Air Plan can be determined if the project (1) supports the goals of the Clean Air Plan, (2) includes applicable control measures from the Clean Air Plan, and (3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan.

Clean Air Plan Goals. The primary goals of the Air District's 2017 Clean Air Plan are to attain air quality standards, reduce population exposure and protect public health in the Bay Area, and reduce GHG emissions and protect the climate.

The Air District has established significance thresholds for project construction and operational impacts at a level at which the cumulative impact of exceeding these thresholds would have an adverse impact on the region's attainment of air quality standards. The health and hazards thresholds were established to help protect public health. As discussed below, construction and operation of the proposed project would not result in the generation of criteria air pollutants that would exceed Air District thresholds of significance after the implementation of mitigation. Therefore, the proposed project would not conflict with the 2017 Clean Air Plan goals.

Clean Air Plan Control Measures. The control strategies of the 2017 Clean Air Plan include measures in the following categories: Stationary Source Measures, Transportation Measures, Energy Measures, Building Measures, Agriculture Measures, Natural and Working Lands Measures, Waste Management Measures, Water Measures, and Super-GHG Pollutants Measures. The proposed project's compliance with each of these control measures is discussed below:

- **Stationary-Source Control Measures:** The Stationary-Source Control Measures, which are designed to reduce emissions from stationary sources such as metal melting facilities, cement kilns, refineries, and glass furnaces, are incorporated into rules adopted by the Air District and then enforced by the Air District Permit and Inspection programs. Since the proposed project would not include any of these stationary sources, the Stationary-Source Control Measures of the 2017 Clean Air Plan are not applicable to the proposed project.

- **Transportation Control Measures:** The Air District identifies Transportation Control Measures as part of the 2017 Clean Air Plan to decrease emissions of criteria pollutants, TACs, and GHGs by reducing demand for motor vehicle travel, promoting efficient vehicles and transit service, decarbonizing transportation fuels, and electrifying motor vehicles and equipment. The proposed project would redevelop the project site with 29 new residential buildings consisting of approximately 272 new townhome units. The proposed project would locate residential uses within walking or bicycling distance to surrounding single- and multi-family residential uses, commercial uses, parks, and institutional uses (schools), thereby reducing the demand for travel by single-occupancy vehicles. The proposed project would also provide pedestrian walking paths, which would increase connectivity with the surrounding areas. In addition, the closest bus stop is at South Main Street and Cedar Way, located approximately 130 feet north of the project site, and the BART Milpitas Transit Center is approximately 0.6 mile northeast of the project site. The project site is also within a designated TPA. Therefore, the proposed project would support the ability to use alternative modes of transportation, would promote initiatives to reduce vehicle trips and VMT, and would increase the use of alternate means of transportation. Therefore, the proposed project would not conflict with the identified Transportation Control Measures of the 2017 Clean Air Plan.**Energy Control Measures:** The 2017 Clean Air Plan also includes Energy Control Measures, which are designed to reduce emissions of criteria air pollutants, TACs, and GHGs by decreasing the amount of electricity consumed in the Bay Area and decreasing the carbon intensity of the electricity used by switching to less GHG-intensive fuel sources for electricity generation. Since these measures apply to electrical utility providers and local government agencies (and not individual projects), the Energy Control Measures of the 2017 Clean Air Plan are not applicable to the proposed project.

- **Building Control Measures:** The Air District has authority to regulate emissions from certain sources in buildings, such as boilers and water heaters, but has limited authority to regulate buildings themselves. Therefore, the strategies in the Building Control Measures for this sector focus on working with local governments that do have authority over local building codes so as to facilitate adoption of best GHG control practices and policies. The proposed project would be required to comply with the latest Title 24 standards of the California Code of Regulations (CCR) regarding energy conservation and green building standards. The proposed project would also be all electric. Therefore, the proposed project would not conflict with any of the Building Control Measures.

- **Agriculture Control Measures:** The Agriculture Control Measures are designed to primarily reduce emissions of methane (CH_4). Since the project does not include any agricultural activities, the Agriculture Control Measures of the 2017 Clean Air Plan do not apply to the proposed project.

- **Natural and Working Lands Control Measures:** The Natural and Working Lands Control Measures focus on increasing carbon sequestration on rangelands and wetlands and encouraging local governments to adopt ordinances that promote urban tree plantings. Since the proposed project does not include the disturbance of any rangelands or wetlands, the Natural and Working Lands Control Measures of the Clean Air Plan do not apply to the proposed project.

- **Waste Management Control Measures:** The Waste Management Control Measures focus on reducing or capturing CH_4 emissions from landfills and composting facilities, diverting organic materials away from landfills, and increasing waste diversion rates through efforts to reduce, reuse, and recycle. The proposed project would comply with local requirements for waste management (e.g., recycling and composting services). Therefore, the proposed project would be consistent with the Waste Management Control Measures of the 2017 Clean Air Plan.

- **Water Control Measures:** The Water Control Measures focus on reducing emissions of criteria pollutants, TACs, and GHGs by encouraging water conservation, limiting GHG emissions from publicly owned treatment works (POTWs), and promoting the use of biogas recovery systems. Since these measures apply to POTWs and local government agencies (and not individual projects), the Water Control Measures are not applicable to the proposed project.

- **Super-GHG Control Measures:** The Super-GHG Control Measures are designed to facilitate the adoption of best GHG control practices and policies through the Air District and local government agencies. Since these measures do not apply to individual projects, the Super-GHG Control Measures do not apply to the proposed project.

Clean Air Plan Implementation. As discussed above, the proposed project would generally implement the applicable measures outlined in the 2017 Clean Air Plan, including Transportation Control Measures. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The Air District is currently designated as a nonattainment area for State and federal ozone standards and State and federal particulate matter ambient air quality standards (AAQS). The Air District's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the Air District considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable,

resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is unnecessary. The following analysis assesses the potential project-level construction- and operation-related air quality impacts.

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by demolition, grading, building, paving, and other activities. Emissions from construction equipment are also anticipated and would include carbon monoxide (CO), nitrogen oxides (NO_X), reactive organic gases (ROGs), directly emitted particulate matter (particulate matter less than 2.5 microns and 10 microns in size [$PM_{2.5}$ and PM_{10}, respectively]), and TACs (e.g., diesel exhaust particulate matter [DPM]).

Project construction activities would include demolition, site preparation, grading, building, paving, and architectural coating (painting). Construction-related effects on air quality from the proposed project would be greatest during the demolition, grading, and site preparation phases due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would disperse over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The Air District has established standard measures for reducing fugitive dust emissions (PM_{10}). With the implementation of these basic best management practices (BMPs), fugitive dust emissions from construction activities would not result in adverse air quality impacts. In addition, General Plan Policy CON 7-4 requires the implementation of the Air District's basic BMPs.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, NO_X, ROGs, and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

The Air District has developed screening criteria to provide lead agencies with a conservative indication of whether a proposed project would result in potentially significant air quality impacts. If all of the screening criteria are met by a proposed project, then the lead agency would not need to perform a detailed air quality assessment of the proposed project's emissions. For construction criteria pollutants, the Air District screening size for condo/townhouse land uses is 416 units. The proposed project would be below the Air District's screening level criteria of 416 apartment units for construction emissions; however, since construction of the proposed project would require demolition, the proposed project would not meet the screening criteria according to the Air

District's CEQA Guidelines.[16] Therefore, project-specific construction emissions were estimated for the proposed project using the California Emissions Estimator Model version 2022.1 (CalEEMod), consistent with Air District requirements.

As discussed in Section 3.0, Project Description, construction of the proposed project is anticipated to begin in August 2026[17] and would occur over an approximately 30-month period. Construction of the proposed project would require the processing of 27,635 cubic yards of cut/fill material and result in approximately 3,322 cubic yards of exported soil, which was included in CalEEMod. In addition, construction of the proposed project would require the demolition of the existing buildings, totaling approximately 176,000 square feet and associated surface parking, which was also included in CalEEMod. This analysis assumes the use of Tier 2 construction equipment. All other construction details are not yet known; therefore, default assumptions (e.g., construction worker and truck trips and fleet activities) from CalEEMod were used. Construction-related emissions are presented in Table C. CalEEMod output sheets are included in Appendix A.

Table C: Project Construction Emissions

Project Construction	Average Daily Pollutant Emissions (lbs/day)					
	ROGs	NO_X	Exhaust PM_{10}	Fugitive Dust PM_{10}	Exhaust $PM_{2.5}$	Fugitive Dust $PM_{2.5}$
2026	0.4	16.1	0.4	1.5	0.4	0.5
2027	0.9	14.7	0.5	1.4	0.5	0.3
2028	10.4	11.9	0.4	1.0	0.4	0.2
2029	1.0	<0.1	<0.1	<0.1	<0.1	<0.1
Maximum Average Daily Emissions	**10.4**	**14.7**	**0.5**	**1.5**	**0.5**	**0.5**
Air District Thresholds	**54.0**	**54.0**	**82.0**	**BMP**	**54.0**	**BMP**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (January 2026).
Air District = Bay Area Air District
BMP = best management practice
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter 2.5 microns or less in size
PM_{10} = particulate matter 10 microns or less in size
ROGs = reactive organic gases

As shown in Table C, construction emissions associated with the project would not exceed the Air District's thresholds for ROGs, NO_X, CO, exhaust PM_{10}, and exhaust $PM_{2.5}$ emissions. In addition to the Air District regulations, the City requires the implementation of General Plan Policy CON 7-4, which requires the implementation of the Air District's basic BMPs. With implementation of the Air District's basic BMPs, construction impacts would be less than significant. As such, construction of

[16] Bay Area Air District. 2023. *California Environmental Quality Act Air Quality Guidelines. Chapter 4 Screening Criteria for Criteria Air Pollutants and Precursors. Section 4.1.1 Construction Criteria.* April 20. Website: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-4-screening_final-pdf.pdf?rev=ac551d35a52d479dad475e7d4c57afa6&sc_lang=en (accessed December 2025).

[17] The CalEEMod model evaluated project construction emissions with a start date of July 2026 and a duration of 30 months. The proposed project's construction schedule has since been modified such that project construction would begin in August 2026 and would still occur over a 30-month duration. Based on this minimal modification to the project construction schedule, a later construction start date would not result in any additional air quality impacts than identified herein.

the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State AAQS.

Operational Emissions. Long-term air pollutant emission impacts are those associated with mobile sources (e.g., vehicle trips), energy sources (e.g., natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment) related to the proposed project. The proposed project would be all electric and would not include natural gas. Therefore, the proposed project would not generate energy-source emissions. Mobile-source emissions include ROG and NO_X emissions that contribute to the formation of ozone. Additionally, PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways.

As discussed above, the Air District has developed screening criteria to provide lead agencies with a conservative indication of whether a proposed project would result in potentially significant air quality impacts. If all of the screening criteria are met by a proposed project, then the lead agency would not need to perform a detailed air quality assessment of the proposed project's emissions. These screening levels are generally representative without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions.

For operational criteria pollutants, the Air District screening-size condominium/townhouse land uses is 637 dwelling units. The proposed project would construct 29 new residential buildings consisting of approximately 272 new townhome units. Based on the Air District's screening criteria, operational activities associated with the proposed project are not anticipated to exceed established thresholds; therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project is in non-attainment under applicable federal or State AAQS.

Long-Term Microscale (CO Hot Spot) Analysis. Emissions and ambient concentrations of CO have decreased dramatically in the Bay Area with the introduction of the catalytic converter in 1975. No exceedances of the State or federal CO standards have been recorded at Bay Area monitoring stations since 1991. The Air District's CEQA Guidelines include recommended methodologies for quantifying concentrations of localized CO levels for proposed transportation projects. A screening-level analysis using guidance from the Air District CEQA Guidelines was performed to determine the impacts of the proposed project. The screening methodology provides a conservative indication for whether the implementation of a proposed project would result in significant CO emissions. According to the Air District's CEQA Guidelines, a proposed project would result in a less than significant impact to localized CO concentrations if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, and with the regional transportation plan and local congestion management agency plans.

- Project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.

- The project would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, or below-grade roadway).

Implementation of the proposed project would not conflict with the policies or programs of the VTA. As discussed in Section 4.17, Transportation, below, it is estimated that the proposed project would generate a net decrease of approximately 231 daily trips, including a net decrease of approximately 107 a.m. peak-hour and 60 p.m. peak-hour trips. Therefore, as the proposed project would result in a reduction in vehicle trips, the proposed project would not increase traffic volumes at intersections in the vicinity of the project site. As such, the CO concentrations are not expected to significantly increase as a result of the project, and the proposed project would not result in localized CO concentrations that exceed State or federal standards.

Overall, the proposed project would not violate any air quality standard or contribute substantially to an existing or project air quality violation. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential dwelling units. The closest sensitive receptors to the project site include residential uses located immediately east and north of the project site boundary. In addition, Pearl Zanker Elementary School is located approximately 225 feet northwest of the project site boundary.

Construction Emissions. The proposed project site is located in an urban area in close proximity to existing residential and school uses that could be exposed to diesel emission exhaust during the construction period. As such, and in compliance with General Plan Action CON-7f which requires site-specific analysis for proposed development projects, to estimate the potential cancer risk from project construction equipment exhaust (including DPM), a dispersion model was used to translate an emission rate from the source location to a concentration at the receptor location (i.e., a nearby residential land use). Dispersion modeling varies from a simpler, more conservative screening-level analysis to a more complex and refined detailed analysis. This refined assessment was conducted using the California Air Resources Board's (CARB) exposure methodology, with the air dispersion modeling performed using the United States Environmental Protection Agency's (USEPA) dispersion model, AERMOD. The model provides a detailed estimate of exhaust concentrations based on site and source geometry, source emissions strength, distance from the source to the receptor, and site-specific meteorological data.

Table D, below, identifies the results of the analysis utilizing the CalEEMod outputs, assuming the use of Tier 2 construction equipment. Model snapshots of the sources are provided in Appendix B.

Table D: Uncontrolled Inhalation Health Risks from Project Construction to Off-Site Receptors

Project Construction	Carcinogenic Inhalation Health Risk in 1 Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index	Annual $PM_{2.5}$ Concentration ($\mu g/m^3$)
Residential Receptor MEI	44.58	0.032	0.000	0.02
Worker Receptor MEI	1.17	0.034	0.000	0.17
School Receptor MEI	8.84	0.017	0.000	0.09
Maximum Risk	**44.58**	0.034	**0.000**	**0.17**
Threshold	**10.0**	**1.0**	**1.0**	**0.30**
Exceed?	**Yes**	**No**	**No**	**No**

Source: LSA (January 2026).
$\mu g/m^3$ = micrograms per cubic meter
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
MEI = maximally exposed individual

As shown in Table D, the uncontrolled risk associated with project construction at the residential receptor maximally exposed individual (MEI) would be 44.58 in 1 million, which would exceed the Air District cancer risk threshold of 10 in 1 million. The worker and school receptor MEI risk would be lower at 1.17 in 1 million for the worker receptor MEI and 8.84 in 1 million for the school receptor MEI, which would not exceed the Air District cancer risk threshold. The chronic hazard index would be 0.032 for the residential receptor MEI, 0.034 for the worker receptor MEI, and 0.017 for the school receptor MEI, which are below the threshold of 1.0. In addition, the acute hazard index would be nominal (0.000), which would also not exceed the threshold of 1.0. The results of the analysis indicate that the $PM_{2.5}$ concentration would be 0.02 $\mu g/m^3$ for the residential receptor MEI, 0.17 $\mu g/m^3$ for the worker receptor MEI, and 0.09 for the school receptor MEI, which would not exceed the Air District significance threshold of 0.30 $\mu g/m^3$.

Therefore, since cancer risk would exceed the Air District's thresholds, all construction equipment shall be equipped with Tier 2 or higher engines (which was assumed in the analysis) and the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type, as required by the following Project-Specific Condition of Approval (COA).

COA AIR-1 In compliance with General Plan Action CON 7f, the proposed project is required to comply with the Bay Area Air District's emission standards. Specifically, during construction of the proposed project, the project contractor shall ensure all off-road, diesel-powered construction equipment of 50 horsepower or more used for the project construction meets, at a minimum, the California Air Resources Board's Tier 2 emissions standards equipped with Level 3 diesel particulate filters or the equivalent.

Table E, below, identifies the results of the analysis assuming the use of Tier 2 construction equipment equipped with Level 3 diesel particulate filters, as required by COA AIR-1.

As shown in Table E, with the use of Tier 2 construction equipment equipped with Level 3 diesel particulate filters, as required by COA AIR-1, the risk associated with project construction at the

residential receptor MEI would be 7.31 in 1 million, which would be below the Air District cancer risk threshold of 10 in 1 million. Therefore, with implementation of COA AIR-1, sensitive receptors would not be exposed to substantial pollutant concentrations during project construction. With implementation of COA AIR-1, construction health risks would be less than significant. Therefore, the project would not result in new or more severe significant air quality impacts compared to the General Plan EIR.

Table E: Controlled Inhalation Health Risks from Project Construction to Off-Site Receptors

Project Construction	Carcinogenic Inhalation Health Risk in 1 Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index	Annual $PM_{2.5}$ Concentration ($\mu g/m^3$)
Residential Receptor MEI	7.31	0.005	0.000	<0.01
Worker Receptor MEI	0.19	0.006	0.000	0.03
School Receptor MEI	1.45	0.003	0.000	0.01
Maximum Risk	**7.31**	0.006	**0.000**	**0.03**
Threshold	**10.0**	**1.0**	**1.0**	**0.30**
Exceed?	**No**	**No**	**No**	**No**

Source: LSA (January 2026).
$\mu g/m^3$ = micrograms per cubic meter
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
MEI = maximally exposed individual

CARB has created guidance for avoiding air quality conflicts in land use planning in its *Air Quality and Land Use Handbook: A Community Health Perspective*.[18] In its guidance, CARB advises that new sensitive uses not be near specific sources of TACs, such as high-traffic freeways and roads, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, or large gas dispensing facilities. The proposed project would redevelop the project site with 29 new residential buildings including a total of 272 townhome units, which would not be considered a source of substantial TAC emissions, as operational TAC sources are associated with high-volume roadways and industrial uses. Therefore, sensitive receptors are not expected to be exposed to substantial pollutant concentrations during project construction or operation. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

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

During construction, the various diesel-powered vehicles and equipment in use on site would create localized odors. These odors would be temporary and are not likely to be noticeable for extended periods of time beyond the project site.

[18] California Environmental Protection Agency and California Air Resources Board. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. April. Website: https://sfmohcd.org/sites/default/files/20%20-%20CARB%2C%20Air%20Quality%20and%20Land%20Use%20Handbook%202005.pdf (accessed January 2026).

Odor-generating land uses typically include wastewater treatment plants, landfills, and food manufacturing facilities. The proposed project would construct 29 new residential buildings consisting of approximately 272 new townhome units. Therefore, the proposed land uses would not be considered potential generators of odor that could affect a substantial number of people. Additionally, the proposed uses that would be developed within the project site are not expected to produce any offensive odors that would result in frequent odor complaints. The proposed project would also include trash enclosures, which would reduce any potential for odors from project-related waste. Therefore, the proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

4.3.3 Conclusion

Given the above analysis, development of the proposed project would not change the conclusions of the General Plan EIR and Housing Element Addendum, and there would be **no impact** peculiar to the proposed project or the project site related to air quality. Impacts related to air quality would remain less than significant, as identified in the General Plan EIR and Housing Element Addendum, with implementation of COA AIR-1. COA AIR-1 ensures that construction equipment includes the appropriate emission standards and filtering systems to reduce emissions to below the Air District's thresholds, as required by General Plan Policy CON 7-4. No further environmental analysis related to this topic is required pursuant to Sections 15183 and 15162 of the *State CEQA Guidelines*.

4.4 BIOLOGICAL RESOURCES

	Significant Impact Peculiar to Project or Project Site	New or More Severe Significant Impact Not Identified in Prior EIR	New or More Severe Significant Impact due to Substantial New Information	Project Impacts Adequately Analyzed in Prior EIR
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 U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

4.4.1 General Plan EIR Analysis

Section 3.3 of the General Plan EIR analyzed potential impacts related to biological resources. The General Plan EIR determined that all impacts related to biological resources would be less than significant, and no mitigation was prescribed. No mitigation measures were prescribed because future development would be subject to the policies and actions contained in the City's General Plan, including the following policies contained in the Conservation and Sustainability Element:

- **Policy CON-3.1:** Preserve and enhance biological communities that contribute to Milpitas' and the region's biodiversity including, but not limited to, wetlands, riparian areas, and aquatic habitat;

- **Policy CON-3.2:** Preserve and enhance the aesthetic and habitat value of riparian corridors including, but not limited to Coyote, Berryessa and Penitencia Creeks;

- **Policy CON-3.4:** Focus conservation efforts on areas that contain suitable habitat for endangered, threatened, migratory, or special-status species and that can be managed with minimal interference with nearby urban land uses;

- **Policy CON-3.5:** Work with the Santa Clara Valley Water District to preserve wetlands, riparian corridors, and buffer zones in Milpitas by continuing to require that new development follow the "Guidelines and Standards for Land Use Near Streams" to protect streams and riparian habitats. Encourage the use of Green Stormwater Infrastructure such as water quality wetlands, bioretention swales, watershed-scale retrofits, and other low-impact development techniques, etc., consistent with the City's Green Stormwater Infrastructure Plan and where such measures are likely to be effective and technically and economically feasible;

- **Action CON-3a:** Require new development, as well as infrastructure projects, long-range planning projects, and other projects, to comply with the requirements of the Santa Clara Valley Habitat Plan to ensure that potentially significant impacts to special-status species and sensitive resources are adequately addressed;

- **Action CON-3b:** Where sensitive biological habitats have been identified on or immediately adjacent to a project site, the project shall include appropriate mitigation measures identified by a qualified biologist, which may include, but are not limited to the following:

    - Pre-construction surveys for species listed under the State or Federal Endangered Species Acts, or species identified as special-status by the resource agencies, shall be conducted by a qualified biologist;

    - Construction barrier fencing shall be installed around sensitive resources and areas identified for avoidance or protection, and to reduce potential soil compaction in sensitive areas; and

    - Pre-Construction training of contractors and sub-contractors shall be conducted by a qualified biologist to identify and avoid protected species and habitat

- **Action CON-3c:** Cooperate with State, federal and local agencies to ensure that development does not cause significant adverse impacts to existing riparian corridors; this includes continued compliance with the "Guidelines and Standards for Land Use Near Streams" from the Santa Clara Valley Water District and Title XI, Chapter 15 (Floodplain Management Regulations) of the Milpitas Municipal Code;

The General Plan EIR also noted that future development projects would also be subject to State and federal laws, regulations, and management policies regarding biological resources (e.g., federal Endangered Species Act [FESA], Migratory Bird Treaty Act [MBTA]) and would be reviewed to determine whether their impacts fall within the scope of the General Plan EIR, or if additional site-specific environmental review will be required. Therefore, the General Plan EIR determined that potential impacts on special-status species would be less than significant.

In addition, the General Plan EIR indicated that the implementation of future projects under the General Plan would require a detailed and site-specific review of the site to determine the presence or absence of riparian habitat or natural sensitive communities. If riparian habitat or natural sensitive communities, such as wetlands, are present and disturbance is required, federal and State laws require measures to reduce, avoid, or compensate for impacts to these resources. Further, the General Plan EIR determined that potential impacts on riparian habitat, wetlands, and other sensitive natural communities would be less than significant with compliance with policies contained in the General Plan, as provided above.

The General Plan EIR also determined that impacts related to migratory corridors and inconsistency with local policies or ordinances protecting biological resources and habitat conservation plans would be less than significant with adherence to existing regulations, including policies contained in the General Plan, as provided above.

Section 6.4 of the Housing Element Addendum analyzed potential impacts related to biological resources with implementation of the Housing Element. The Housing Element Addendum determined that as future development facilitated by the Housing Element update would be required to comply with federal, State, and local requirements and regulations regarding biological resources (including General Plan policies and actions), and because development facilitated by the Housing Element would not exceed the buildout capacity specified in the General Plan EIR, implementation of the Housing Element would not result in impacts beyond those addressed or analyzed in the General Plan EIR.

4.4.2 Project Impacts

The approximately 11.2-acre site is located in a highly urbanized area of Milpitas and situated among existing commercial, residential, light industrial, and institutional (schools) uses. Due to previous disturbance of the project site and the surrounding urban area, use of the project site by wildlife is expected to be limited. Vegetation on the project site consists of shrubs and mature trees as landscaping throughout the project site and street trees along South Main Street and Montague Expressway.

To establish existing conditions related to biological resources, the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB)[19] was reviewed for lists of special-status species that have occurred or could occur within 0.5 mile of the project site.

Special-Status Plants and Wildlife. A total of eight special-status wildlife species and one special-status plant species have CNDDB occurrences within 0.5 mile of the project site, as provided in Table F.

[19] California Department of Fish and Wildlife (CDFW). 2022. *California Natural Diversity Database, commercial version dated April 30, 2022*. Biogeographic Data Branch, Sacramento, CA.

Table F: Special-Status Species Within 0.5 Mile of the Project Site

Species	Taxonomic Group	Status[1]
Animals		
Salinas kangaroo rat (*Dipodomys heermanni goldmani*)	Mammal	-/-; S2/S3
Tricolored blackbird (*Agelaius tricolor*)	Bird	-/ST, CSC; S2
Yellow rail (*Coturnicops noveboracensis*)	Bird	-/CSC; S2
Northern California legless lizard (*Anniella pulchra*)	Reptile	-/CSC; S2/S3
California tiger salamander (*Ambystoma californiense* pop. 1)	Reptile	FT/ST; S3
Crotch's bumble bee (*Bombus crotchii)*	Insect	-/CE; S2
Obscure bumble bee (*Bombus califinosus*)	Insect	-/-; S1/S2
Western ridged mussel (*Gonidea angulata*)	Mollusk	-/-; S2
Plants		
Robust spineflower (*Chorizanthe robusta* var. *robusta)*	Dicot	FE/-; S1; 1B.1

Source: Compiled by LSA (2025).

[1] Federal/State
FE = Federally Endangered
FT = Federally Threatened
ST = State Threatened
CSC = California Species of Special Concern
S1 = Subnational Conservation Status Rank 1, Critically Imperiled – extremely rare or at very high risk of extinction in the state
S2 = Subnational Conservation Status Rank 2, Imperiled – vulnerable due to rarity or threats
S3 = Subnational Conservation Status Rank 3, Vulnerable – moderate risk, limited distribution
1B.1 = Plants rare, threatened, or endangered in California and elsewhere; seriously threatened in California

CNDDB = California Natural Diversity Database

Riparian Habitat or Other Sensitive Natural Communities. The CNDDB contains no occurrences for sensitive natural communities within 0.5 mile of the project site. In addition, there are no sensitive natural communities or riparian habitat on the project site. Although the historic alignment of Penitencia Creek is located along the north and west of the project site, the creek has diverted and undergrounded and no longer borders the project site. No riparian habitat is located on the project site.

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The proposed project would result in redevelopment of the project site with 29 new residential buildings consisting of approximately 272 new townhome units. The project site has negligible value as habitat for any species listed as endangered or threatened by FESA or the California Endangered Species Act (CESA). The site is entirely paved and developed with the existing commercial buildings associated with the South Bay Tech Center; therefore, none of the special-status plant species are expected to occur on the site. Similarly, no suitable habitat (e.g., streams, marshes, or chaparral) for most of the special-status wildlife in the area occurs on the site.

Trees and/or shrubs on the project site may provide suitable nesting habitat for bird species, including special-status bird species. However, all native birds and their nests, regardless of their regulatory status, are protected by the California Fish and Game Code. Disturbance of migratory

birds during their nesting season (February 1 through August 31) could result in "take," which is prohibited under the MBTA and Section 3513 of the California Fish and Game Code. California Fish and Game Code (Section 3503) also prohibits take or destruction of bird nests or eggs. Therefore, in compliance with the MBTA and Action CON-3b of the General Plan, the following Project-Specific COA has been identified:

COA BIO-1: In compliance with the Migratory Bird Treaty Act and Section 3503 of the Fish and Game Code, a preconstruction activity survey for nesting birds should be conducted by a qualified biologist prior to construction activities occurring during the nesting bird season (February 1 through August 31) to ensure that no nests will be disturbed during project implementation. Surveys should be conducted no more than 7 days prior to the initiation of construction activities. During this survey, the biologist should inspect all trees and other potential nesting habitats (e.g., shrubs, ground, and structures) within the project site and in the surrounding area for nests. If the preconstruction activity survey does not identify the presence of any active nests on or within the surrounding area of the site, construction activities may proceed. If nests known to have eggs or young, or that cannot be confirmed to be inactive or to lack eggs or young, are found, or if adults are demonstrating nesting behavior, a qualified biologist should establish an appropriate construction-free buffer around each nest. Generally, a buffer of 50 feet for passerines and 250 feet for raptors is adequate to avoid causing nest abandonment. The buffer should remain in place until the qualified biologist has confirmed that the nest is no longer active.

With adherence to all applicable regulatory requirements, including MBTA and Action CON-3b as specified in COA BIO-1, potential impacts associated with special-status species would not occur. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The proposed project would not adversely affect any sensitive natural communities or riparian habitat, which is absent from the project site. Although the historic alignment of Penitencia Creek is located along the north and west of the project site, the creek has diverted and undergrounded and no longer borders the project site. No riparian habitat is located on the project site. Therefore, there would be no impact to riparian habitats or sensitive natural communities and this impact has been adequately analyzed in the General Plan EIR.

c) Would the project have a substantial adverse effect on state or federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

According to the United States Fish and Wildlife Service (USFWS) National Wetlands Inventory,[20] no protected wetlands are present on the project site. Therefore, the proposed project would have no impact related to State or federally protected wetlands and this impact been adequately analyzed in the General Plan EIR.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The project site is not located within a migratory wildlife movement corridor. Most of the species that likely use the site are "generalists" that are adept at moving through urban landscapes. However, trees, shrubs, other vegetation, and structures have the potential to support nests of many common native bird species. All native birds and their nests, regardless of their regulatory status, are protected by the California Fish and Game Code. As provided in the Preliminary Arborist Report[21], all 237 trees within the project site would be removed. As discussed above in Section 4.4.a, and in compliance with the MBTA and Action CON-3b of the General Plan, COA BIO-1 requires that a preconstruction activity survey for nesting birds would be conducted by a qualified biologist prior to construction activities occurring during the nesting bird season (February 1 through August 31) to ensure that no nests will be disturbed during project implementation. Based on the results of the preconstruction activity survey, buffers may be implemented. Compliance with the MBTA and Action CON-3b of the General Plan, as required by COA BIO-1, would ensure that to the proposed project would not substantially impact nesting birds. As such, impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

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

Title X, Chapter 2 of the City's Municipal Code protects certain trees, including street trees, within Milpitas and requires a tree removal permit prior to removing any street tree, protected tree, or heritage tree.[22] The City's Municipal Code also requires the planting of at least two replacement trees per protected tree removed. As discussed above, mature trees are present throughout the project site and street trees are present along South Main Street and Montague Expressway. As

20 United States Fish and Wildlife Service (USFWS). *National Wetlands Inventory*. Website: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/ (accessed August 2025).

21 HortScience, Bartlett Consulting. 2024. *Preliminary Arborist Report, 1601-1765 Main Street, Milpitas, CA*. November.

22 City of Milpitas. 2026. *Milpitas Municipal Code, Title X, Streets and Sidewalks, Chapter 2, Tree Maintenance and Protection.* February 24.

required by Section X-2-7.01 of the City Municipal Code,[23] a Preliminary Arborist Report[24] was prepared to assess the protected status of trees within and adjacent to the project site, evaluate potential impacts to trees, and provide guidelines for tree preservation throughout the construction phase. As provided in the Preliminary Arborist Report, 245 trees were assessed, including 237 on site trees, 7 street trees and 1 off-site tree. Most trees were located along the perimeter of the site, and the coast redwood (*Sequoia sempervirens*) represents the most common species, with 98 trees (approximately 40 percent). Coast live oak (*Quercus agrifolia*) and valley oak (*Quercus lobata*), which are native to the Milpitas area, were also identified; however, none of the trees were determined to be indigenous to the project site. Overall, 27 trees (approximately 11 percent) were in good condition, 152 (approximately 62 percent) were in fair condition, and 66 (approximately 27 percent) were in poor condition.

Based on the City's tree protection and replacement requirements, the Preliminary Arborist Report determined that 175 of the 245 trees assessed would be considered protected, including 167 trees within the project site, the 7 street trees, and the 1 off-site tree. The 7 street trees and 1 off-site tree would be preserved; however, due to the extensive redevelopment of the project site, the Preliminary Arborist Report recommended that all 237 trees within the project site be removed, including the 167 protected trees. Consistent with the City's tree protection and replacement requirements 253 trees would be replanted.

Construction of the proposed project would also comply with the City's Standard Construction Details and Specifications and the recommendations of the Preliminary Arborist Report, which include provisions for tree protection, including installing tree protection zones and temporary fencing, restricting machinery and material storage near trees, and maintaining natural grade around trunks.

With adherence to the City's Municipal Code, the City's Standard Construction Details and Specifications, and the recommendations of the Preliminary Arborist Report, the proposed project would not conflict with any local policies or ordinances protecting biological resources, and no potential impacts to protected trees would occur. As such, impacts related to conflict with a local policy or ordinance protecting biological resources would be less than significant and have been adequately analyzed in the General Plan EIR.

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

The Santa Clara Valley Habitat Plan is a habitat conservation plan (HCP) and natural community conservation plan (NCCP) encompassing about 812 square miles, or approximately 62 percent of Santa Clara County. The City of Milpitas is currently not a permittee of the Santa Clara Valley Habitat Plan, and the land within the City limits, including the project site, is not within the Habitat Plan

[23] City of Milpitas. 2026. *Milpitas Municipal Code, Title X, Streets and Sidewalks, Chapter 2, Tree Maintenance and Protection, Section 7, Tree Protection and heritage Tree Program.* February 24.

[24] HortScience, Bartlett Consulting. 2024. *Preliminary Arborist Report, 1601-1765 Main Street, Milpitas, CA*. November.

Study Area and Permit Area. As such, the project area is not subject to any adopted HCP or NCCP and the proposed project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or State HCP. No impact would occur and this impact has been adequately analyzed in the General Plan EIR.

4.4.3 Conclusion

Given the above analysis, development of the proposed project would not change the conclusions of the General Plan EIR and Housing Element Addendum, and there would be **no impact** peculiar to the proposed project or the project site related to biological resources. Impacts on biological resources would remain less than significant as identified in the General Plan EIR and Housing Element Addendum with implementation of COA BIO-1. COA BIO-1 ensures compliance with the Migratory Bird Treaty Act and Section 3503 of the Fish and Game Code which require the protection of sensitive biological resources and nursery sites that could be affected during tree removal activities, as required by General Plan Action CON-3b. No further environmental analysis related to this topic is required pursuant to Sections 15183 and 15162 of the *State CEQA Guidelines*.

4.5 CULTURAL RESOURCES

	Significant Impact Peculiar to Project or Project Site	New or More Severe Significant Impact Not Identified in Prior EIR	New or More Severe Significant Impact due to Substantial New Information	Project Impacts Adequately Analyzed in Prior EIR
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?	☐	☐	☐	☒
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

4.5.1 General Plan EIR Analysis

Section 3.5 of the General Plan EIR analyzed potential impacts related to cultural resources and determined that potential impacts on archaeological and historical resources, including human remains, would be less than significant; and no mitigation was prescribed. No mitigation measures were prescribed because future development would be subject to existing regulations related to cultural resources and human remains, including California Health and Safety Code Section 7050.5 and California PRC Section 5097.98, which ensure proper treatment of burials in the event of an unanticipated discovery of a burial, human bone, or suspected human bone, and require that all excavation or grading in the vicinity of the find halt immediately, the area of the find be protected, and the County Coroner be notified of the find.

In addition, future development would be subject to the policies and actions contained in the City's General Plan, including the following:

- **Policy CON 4-1:** All proposed development be reviewed in conjunction with the California Historical Resources Information System (CHRIS), Northwest Information Center at Sonoma State University (NWIC), to determine whether project areas contain known archaeological resources, either prehistoric and/or historic-era, or have the potential for such resources;

- **Policy CON 4-3:** Coordination with Native American representatives to identify and appropriately address, through avoidance or mitigation, impacts to Native American cultural resources and sacred sites during the development review process;

- **Action CON 4a:** A cultural and archaeological survey prior to approval of any project which would require excavation in an area that is sensitive for cultural or archaeological resources; and

- **Action CON 4b:** All development, infrastructure, and other ground-disturbing projects to comply with the following conditions in the event of an inadvertent discovery of cultural resources or human remains:

    - If construction or grading activities result in the discovery of significant historic or prehistoric archaeological artifacts or unique paleontological resources, all work within 100

feet of the discovery shall cease, the Planning Department shall be notified, the resources shall be examined by a qualified archaeologist, paleontologist, or historian for appropriate protection and preservation measures; and work may only resume when appropriate protections are in place and have been approved by the Planning Department.

- If human remains are discovered during any ground disturbing activity, work shall stop until the Planning Department and the County Coroner have been contacted; if the human remains are determined to be of Native American origin, the Native American Heritage Commission (NAHC) and the most likely descendants have been consulted; and work may only resume when appropriate measures have been taken and approved by the Planning Department.

Section 6.5 of the Housing Element Addendum analyzed potential impacts related to cultural resources with implementation of the Housing Element. The Housing Element Addendum determined that as future development facilitated by the Housing Element would be required to adhere to existing regulatory requirements related to cultural resources, including California Health and Safety Code Section 7050.5, California PRC Section 5097.98, and the actions and policies contained in the City's General Plan, and because development facilitated by the Housing Element would not exceed the buildout capacity specified in the General Plan EIR, implementation of the Housing Element would not result in impacts beyond those addressed or analyzed in the General Plan EIR.

4.5.2 Project Impacts

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

As required by General Plan Policy CON 4-1, a records search request was submitted to the NWIC database on December 8, 2025. The results of the records search indicate that there are eight historic resources located within 0.5 mile of the project site, including seven residences and a 1954 Ford assembly plant that was converted into the Great Mall in the 1980s; however, no previously recorded historical resources are located at the project site.

In addition, according to the Phase I Environmental Site Assessment (ESA) prepared by GSI Environmental and dated October 17, 2024,[25] the project site has been developed as a commercial center since at least 1990. According to a review of available aerial photographs, the northern area of the project site has been developed with two large commercial buildings since 1987, and in 1993, four additional commercial buildings were built in the southern portion of the project site. As such, the existing buildings on the project site that are proposed for demolition are not considered historic resources under CEQA as they are not more than 45 years old.

However, the proposed project would include excavation to a depth of approximately 5 feet below ground surface (bgs). Ground-disturbing activities could have a substantial adverse change on

[25] GSI Environmental Inc. 2024. *Phase I Environmental Site Assessment Report, South Bay Tech Center, 1601-1765 South Main Street, Milpitas, California*. October 17.

unrecorded buried archeological deposits that qualify as historical resources, as defined in *State CEQA Guidelines* Section 15064.5, and could cause a substantial adverse change in the significance of unknown, buried historical resources. However, in compliance with General Plan Action CON 4b, which requires work stoppage in the event that a significant historic or prehistoric archaeological artifact is uncovered and that a buffer of 100 feet be established until the resource can be examined by a qualified archaeologist or historian for appropriate protection and preservation measures, the following Project-Specific COA has been identified:

COA CUL-1: In the event that any historical or unique archaeological resources are encountered on the project site during any construction activities associated with the project, all ground disturbing activities within 100 feet of the resource shall be halted, and a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology shall be consulted for an immediate evaluation of the resource. If the find is determined to be a historical or unique archaeological resource, the qualified archaeologist shall determine the appropriate treatment of the discovery, including the implementation of the appropriate mitigation measures. Mitigation measures may include recording the archaeological deposit, data recovery and analysis, and public outreach regarding the scientific and cultural importance of the discovery. Work can continue on other parts of the project site while historical or unique archaeological resource mitigation takes place.

Because no historical resources as defined by *State CEQA Guidelines* Section 15064.5(b)(2)(A)(B) are present at the project site and the proposed project would implement appropriate procedures required by General Plan Action CON 4b for the treatment of archeological resources and deposits, as specified in COA CUL-1, implementation of the proposed project would not cause a substantial adverse change in the significance of a historical resource. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

b) Would the project cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?

The search of the NWIC database indicates that there is one prehistoric cultural resource, consisting of redeposited midden sediment, within 0.5 mile of the project site; however, no previously recorded archaeological cultural resources are located at the project site. Therefore, no archaeological resources are currently known to exist on the project site. However, the proposed project would include excavation to a depth of approximately 5 feet bgs. Ground-disturbing activities could have a substantial adverse change on unrecorded buried archaeological deposits, as defined in *State CEQA Guidelines* Section 15064.5, and could materially impair precontact archeological deposits. As discussed above, the proposed project would be required to comply with General Plan Action CON 4b, which requires work stoppage in the event that a significant historic or prehistoric archaeological artifact is uncovered and that a buffer of 100 feet be established until the resource can be examined by a qualified archaeologist or historian for appropriate protection and preservation measures.

Implementation of the appropriate procedures required by General Plan Action CON 4b, as specified in COA CUL-1 for the treatment of archaeological resources and deposits, would ensure that these resources are protected if encountered at the project site during construction by including stop-work procedures in the event of a find as well as handling procedures. Therefore, the proposed project would have no impact on archaeological resources and this impact has been adequately analyzed in the General Plan EIR.

c) Would the project disturb any humans remains, including those interred outside of formal cemeteries?

No human remains have been identified at the project site; however, the proposed project would require excavation to a depth of approximately 5 feet bgs. Ground-disturbing activities could disturb, and in turn have a substantial adverse change on, unrecorded human remains. However, as discussed above, the proposed project would be required to comply with General Plan Action CON 4b, which requires work stoppage in the event that human remains are discovered during any ground-disturbing activity until the Planning Department and the County Coroner have been contacted. In addition, if the human remains are determined to be of Native American origin, General Plan Action CON 4b requires the NAHC and the Most Likely Descendants (MLDs) be consulted. Work may only resume when appropriate measures have been taken and approved by the Planning Department.

Implementation of the appropriate procedures required under State law and by General Plan Action CON 4b for the treatment of Native American remains would ensure that descendant communities have significant input in the treatment and final disposition of human remains, if encountered at the project site during construction. With these regulations and conditions of approval in place, the project would have no impact on human remains, including those interred outside of formal cemeteries. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

4.5.3 Conclusion

Given the above analysis, development of the proposed project would not change the conclusions of the General Plan EIR and Housing Element Addendum, and there would be **no impact** peculiar to the proposed project or the project site related to cultural resources. Impacts on cultural resources would remain less than significant as identified in the General Plan EIR and Housing Element Addendum. No further environmental analysis related to this topic is required pursuant to Sections 15183 and 15162 of the *State CEQA Guidelines*.

4.6 ENERGY

	Significant Impact Peculiar to Project or Project Site	New or More Severe Significant Impact Not Identified in Prior EIR	New or More Severe Significant Impact due to Substantial New Information	Project Impacts Adequately Analyzed in Prior EIR
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	☐	☒
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

4.6.1 General Plan EIR Analysis

Section 3.7 of the General Plan EIR analyzed potential impacts related to energy. The General Plan EIR determined that all impacts related to energy would be less than significant, and no mitigation was prescribed. The General Plan EIR determined that although construction and operation of future development facilitated by the General Plan would require temporary and long-term consumption of energy resources, future development would not result in the wasteful, inefficient, or unnecessary consumption of energy resources with adherence to federal, State and local regulations. In addition, the General Plan Element EIR determined that the General Plan would be consistent with the State plans and General Plan policies related to energy efficiency and utilizing renewable energy.

Section 6.6 of the Housing Element Addendum analyzed potential impacts related to energy with implementation of the Housing Element. The Housing Element Addendum determined that development facilitated by the Housing Element would not exceed the buildout capacity specified in the General Plan EIR. Therefore, implementation of the Housing Element would not result in impacts beyond those addressed or analyzed in the General Plan EIR.

4.6.2 Project Impacts

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

Construction Energy Use. The anticipated construction schedule assumes that construction of the proposed project would begin in August 2026 and would occur over an approximately 30-month period. The proposed project would require demolition, grading, site preparation, and building activities during construction.

Proposed project construction would require energy for the manufacture and transportation of building materials, preparation of the site for grading activities, and building construction. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. To increase energy efficiency on the site during project construction, idling times would be

restricted to 5 minutes or less and construction workers would be required to shut off idle equipment, as required by the Air District's basic BMPs and General Plan Policy CON 7-4. Energy usage on the project site during construction would be temporary in nature and would be relatively modest in comparison to the State's available energy sources.

Operational Energy Use. Typically, energy consumption is associated with fuel used for vehicle trips and electricity and natural gas use. However, the proposed project would not increase the demand for natural gas because the proposed buildings would be all electric.

In 2018, SB 100 was passed, which committed California to generating all electricity from carbon-free sources by 2045. The proposed project's all-electric design considers the context of the changing electricity grid and is designed to displace natural gas emissions over the lifetime of the building. The all-electric building design would result in decreasing emissions as California's grid becomes cleaner, and once the grid consists of 100 percent renewable generation sources, the building would have zero operational emissions associated with electricity usage. In addition to the all-electric design, the proposed project would be required to comply with the latest California Energy Code and California Green Building Standards Code (CALGreen) standards, including any locally adopted amendments, and would include solar panels, which would help to reduce energy consumption and GHG emissions.

In addition, as discussed in Section 4.17, Transportation it is estimated that the proposed project would generate a net decrease of approximately 231 daily trips. Therefore, the proposed project would not result in an increase in fuel usage. Further, the proposed project would locate residential uses within walking or bicycling distance to surrounding single- and multifamily residential uses, commercial uses, parks, and institutional uses (schools), thereby reducing the demand for travel by single-occupancy vehicles. The proposed project would also provide pedestrian walking paths, which would increase connectivity with the surrounding areas. In addition, the closest bus stop is at South Main Street and Cedar Way, approximately 130 feet north of the project site, and the BART Milpitas Transit Center is approximately 0.6 mile northeast of the project site. The project site is also located within a TPA. Therefore, the proposed project would support the ability to use alternative modes of transportation and would promote initiatives to reduce vehicle trips and VMT. Therefore, the project would support the ability of residents and employees to use alternative modes of transportation. As such, fuel consumption associated with vehicle trips generated by project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Given the location of the project and proposed improvements, implementation of the proposed project would not result in a substantial increase in electricity, natural gas, or transportation-related energy such that it would result in a wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

In 2002, the State Legislature passed SB 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators, in implementing incentive programs for zero-emission vehicles and their infrastructure needs, as well as encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The most recently adopted CEC energy report is the 2025 Integrated Energy Policy Report. The 2025 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2025 Integrated Energy Policy Report covers a broad range of topics, including implementation of SB 350, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency barriers faced by disadvantaged communities, demand response, transmission and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to SB 1383), updates on Northern California electricity reliability, the natural gas outlook, and climate adaptation and resiliency.

As indicated above, energy usage on the project site during construction would be temporary in nature. In addition, energy usage associated with operation of the proposed project would be negligible in comparison to the State's available energy sources, and energy impacts would be minimal at the regional level. Because California's energy conservation planning actions are conducted at a regional level and the project's total impact to regional energy supplies would be minor, the proposed project would not conflict with California's energy conservation plans as described in the CEC 2025 Integrated Energy Policy Report. As such, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

4.6.3 Conclusion

Given the above analysis, development of the proposed project would not change the conclusions of the General Plan EIR, and there would be **no impact** peculiar to the proposed project or the project site related to energy. Impacts related to energy would remain less than significant as identified in the General Plan EIR. No further environmental analysis related to this topic is required pursuant to Sections 15183 and 15162 of the *State CEQA Guidelines*.

4.7 GEOLOGY AND SOILS

	Significant Impact Peculiar to Project or Project Site	New or More Severe Significant Impact Not Identified in Prior EIR	New or More Severe Significant Impact due to Substantial New Information	Project Impacts Adequately Analyzed in Prior EIR
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

4.7.1 General Plan EIR Analysis

Section 3.6 of the General Plan EIR analyzed potential impacts related to geology and soils and determined that all impacts related to geology and soils would be less than significant, and no mitigation was prescribed. No mitigation measures were prescribed because future development would be subject to the policies and actions contained in the City's General Plan, including the following:

- **Policy SA 1-1:** Require development to reduce risks to life and property associated with earthquakes, liquefaction, erosion, landslides, and unstable soil conditions;

- **Policy SA 1-2:** Ensure that all new development and construction is in conformance with all applicable building standards related to geologic and seismic safety;

- **Policy SA 1-3:** Require geotechnical investigations to be completed prior to approval of any public safety or other critical facilities, in order to ensure that these facilities are constructed in a way that mitigates site-specific seismic and/or geologic hazards;

- **Policy SA 1-4:** Development in areas subject to unstable soil and/or geologic conditions shall be reviewed by qualified engineers and or geologists prior to development in order to ensure the safety and stability of all new construction;

- **Policy SA 1-5:** Require an erosion and sediment control plan prepared by a civil engineer, or other professional who is qualified to prepare such a plan, as part of any grading permit application for new development. The erosion and sediment control plan shall delineate measures to appropriately and effectively minimize soil erosion and sedimentation;

- **Policy SA 1-6:** All structures and building foundations requiring a building permit located within areas containing expansive soils, or other soils conditions which, if not corrected, would lead to structural defects, or unsafe conditions, shall be reviewed by a qualified engineer, who shall recommend corrective actions as appropriate to remedy onsite soil conditions;

- **Policy SA 1-7:** All structures and additions requiring a building permit shall be designed and engineered to comply with the most current version of the California Code of Regulations (CCR), Title 24;

- **Action SA 1a:** Require the submission of geologic and soils reports for all new developments. The geologic risk areas that are determined from these studies shall have standards established and recommendations shall be incorporated into development;

- **Action SA 1b:** Require adherence to the requirements of the California Code of Regulations (CCR), Title 24 in all areas of the city during the plan check review process;

The General Plan EIR indicated that there are known active faults within Milpitas and that the area could experience considerable ground shaking generated by these faults. However, all future projects would be required to comply with the provisions of the California Building Code (CBC), as detailed in Policy SA 1-2, which requires development projects to perform geotechnical investigations in accordance with State law, include improvements to address potential seismic and ground failure issues, and use earthquake-resistant construction techniques to address potential earthquake loads when constructing buildings and improvements. In addition, future development would be subject to the policies and actions contained in the City's General Plan, including policies that require review of development proposals to ensure compliance with California Health and Safety Code Section 19100 et seq. (Earthquake Protection Law).

The General Plan EIR also determined that with adherence to existing laws and regulations and standard engineering practices, including Policies SA 1-2, SA 1-4, SA 1-5, and SA 1-6, impacts related to soil erosion, the loss of soil, and expansive soils would also be less than significant. In addition, because development projects occurring under the General Plan would not likely include septic tanks or alternative wastewater disposal systems, the General Plan EIR determined that no impact related to septic tanks would occur.

The General Plan EIR also determined that future development facilitated by the General Plan could impact paleontological resources during construction ground-disturbing activities. However, compliance with Action CON 4b, which requires work stoppage in the event that a significant

paleontological resource is uncovered and that a buffer of 100 feet be established until the resource can be examined by a qualified paleontologist for appropriate protection and preservation measures, would ensure potential impacts to paleontological resources would be less than significant.

Section 6.7 of the Housing Element Addendum analyzed potential impacts related to geology and soils with implementation of the Housing Element. The Housing Element Addendum determined that as future development facilitated by the Housing Element would be required to adhere to existing regulatory requirements related to grading, building standards, and paleontological resources, including the actions and policies contained in the City's General Plan, and because development facilitated by the Housing Element would not exceed the buildout capacity specified in the General Plan EIR, implementation of the Housing Element would not result in impacts beyond those addressed or analyzed in the General Plan EIR.

4.7.2 Project Impacts

The following geology and soils analysis is based, in part, on the Preliminary Geotechnical Report[26] prepared by ENGEO and dated September 30, 2024 (Appendix C).

The City has adopted the 2025 CBC (CCR Title 24), with local amendments, which became effective January 1, 2026, and provides for stringent construction requirements on projects in areas of high seismic risk. The design and construction of the proposed project is required to conform with, or exceed, current best standards for earthquake-resistant construction in accordance with the 2022 CBC (or more recent applicable code) and with the generally accepted standards of geotechnical practice for seismic design in Northern California.

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (ii) Strong seismic ground shaking? (iii) Seismic-related ground failure, including liquefaction? (iv) Landslides?

The California Supreme Court concluded in its *CBIA v. Air District* decision that "CEQA generally does not require an analysis of how existing environmental conditions will affect a project's future users or residents." With this ruling, CEQA no longer considers the impact of the environment on a project (e.g., the impact of existing seismic hazards on new project occupants) to be an environmental impact unless the project could exacerbate an existing environmental hazard. The proposed project would not change existing seismic hazards and therefore would not exacerbate existing hazards related to surface fault rupture and seismic ground shaking. As such, the following discussions of seismic hazards are provided for informational purposes only.

Fault Rupture. Fault-rupture hazard results in ground breakage and displacement along fault traces during earthquakes. Fault rupture is generally expected to occur along active fault traces. Areas

[26] ENGEO. 2024. *South Bay Tech Centre Redevelopment, Milpitas, California, Preliminary Geotechnical Report*. September 30.

susceptible to fault rupture are delineated by the California Geological Survey (CGS) Alquist-Priolo Earthquake Fault Zones and require specific geological investigations prior to development to reduce the threat to public health and safety and to minimize the loss of life and property posed by earthquake-induced ground failure. The project site is located within a seismically active region; however, it is not located within the boundaries of an identified Earthquake Fault Zone for fault rupture hazard as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1972.[27] According to the Preliminary Geotechnical Report, the closest active fault to the project site is the Silver Creek Fault, located approximately 1.6 miles from the project site. As such, it is unlikely that active traces of the Silver Creek Fault are present within the project site, and the risk for a fault-rupture hazard to exist on the site is low. Therefore, the proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault.

Ground Shaking. Seismic ground shaking generally refers to all aspects of motion of the Earth's surface resulting from an earthquake and is normally the major cause of damage in seismic events. Table G provides the closest active faults to the project site that are capable of producing strong ground shaking at the project site, as provided by the Preliminary Geotechnical Report.

Table G: Faults Considered Capable of Producing Strong Ground Shaking at the Project Site

Fault	Distance (mile)	Magnitude (Mw)
Silver Creek	1.6	6.95
Hayward (south)	4.8	7.02
Hayward (south, extension)	5.6	6.96
Calaveras (center)	6.9	7.31
Monte Vista – Shannon	11.2	7.84
San Andreas (Peninsula)	14.6	7.91
San Gregorio (north)	27.5	7.96

Source: *South Bay Tech Centre Redevelopment, Milpitas, California, Preliminary Geotechnical Report* (ENGEO 2024).
Mw = moment magnitude

The extent of ground shaking is controlled by the magnitude and intensity of the earthquake, the distance from the epicenter, and local geologic conditions. As shown in Table G, it is likely that the project site would experience strong ground shaking during the lifetime of the proposed project, up to a moment-magnitude (Mw) 7.96 earthquake.

The risk of ground shaking impacts is reduced through adherence to the design and materials standards set forth in the 2022 CBC. Therefore, compliance with the existing building codes, as described above, would ensure that potential impacts related to seismic ground shaking would be reduced to the extent feasible. It is acknowledged that seismic hazards cannot be completely eliminated, even with site-specific geotechnical design and advanced building practices. However, the seismic design standards of the 2022 CBC are intended to prevent catastrophic building failure in

[27] California Department of Conservation (DOC). 2019. *CGS Seismic Hazards Map*. Website: https://maps-cnra-cadoc. opendata.arcgis.com/datasets/cadoc::cgs-seismic-hazards-program-alquist-priolo-fault-hazard-zones/explore? location=34.063088%2C-117.244306%2C11.59 (accessed December 2024).

the most severe earthquakes currently anticipated. The proposed project would comply with applicable provisions of the 2022 CBC and the City's building regulations in effect at the time when building permit applications are submitted, as required by General Plan Policy SA 1-2 and Policy SA 1-7. In addition, the proposed project would be required to implement the project-specific design and construction recommendations detailed in the Preliminary Geotechnical Report. Proper engineering design and construction in conformance with the CBC standards and Preliminary Geotechnical Report would address potential impacts related to seismic ground shaking. Compliance with the existing building codes and the recommendations detailed in the Preliminary Geotechnical Report would ensure that people or structures would not be adversely affected by earthquake-induced ground shaking.

Seismic-Related Ground Failure and Liquefaction. Soil liquefaction is a phenomenon primarily associated with saturated soil layers located close to the ground surface. During ground shaking, these soils lose strength and acquire a "mobility" sufficient to permit both horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that lie relatively close to the ground surface. However, loose sands that contain a significant amount of fines (silt and clay) may also liquefy. According to the Preliminary Geotechnical Report, the project site is located within an area mapped as being potentially susceptible to liquefaction. As such, the Preliminary Geotechnical Report included liquefaction analysis.

The liquefaction analysis indicated that there are layers of silty and sandy soil approximately 0.5 to 3 feet in thickness that are potentially liquifiable. These potentially liquefiable materials are generally located between depths of 9 to 14 feet, 20 to 24 feet, and 34 to 40 feet at the project site. Further, the liquefaction analysis results indicate that liquefaction-induced ground settlement of up to approximately 1.75 inches may occur. However, final grading, foundation, and building plans must be designed in accordance with the 2022 CBC and the recommendations of the Preliminary Geotechnical Report. These designs would include measures that would address, as necessary, the potential for differential settlement related to liquefaction. Therefore, compliance with the existing building codes and the recommendations detailed in the Preliminary Geotechnical Report would ensure that people or structures would not be adversely affected by liquefaction associated with ground shaking.

Landslides. Seismically induced landslides occur as the rapid movement of large masses of soil on unstable slopes during an earthquake. According to the Preliminary Geotechnical Report, the risk of landslides at the project site is low to negligible based on a review of topographic and lithologic data. Therefore, the proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

Based on the analysis presented above, compliance with the existing building codes and the recommendations detailed in the Preliminary Geotechnical Report would ensure that the proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Soil erosion, which is discussed in detail in Section 4.10, Hydrology and Water Quality, could occur during project grading and construction. As discussed in Section 4.10, compliance with the Construction General Permit, the Municipal Regional Permit (MRP) and City's Municipal Code, including implementation of BMPs that address soil erosion during construction, would ensure that potential impacts related to erosion of topsoil during construction would not occur.

The proposed project would replace all existing impervious surface area, resulting in no net change in the total impervious surface area at the project site. The remaining portion of the site would consist of pervious surface area, which would contain landscaping that would minimize on-site erosion by stabilizing the soil. Therefore, on-site erosion impacts would be minimal. Additionally, compliance with MRP requirements and standard conditions of approval require applicants to establish and maintain drainage patterns so as to not adversely affect adjacent properties and rights-of-way. For these reasons, potential on- and off-site erosion impacts during project operation would not occur. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

As discussed above, based on a review of topographic and lithologic data, the proposed project would not be susceptible to landslides. However, the liquefaction analysis indicated that there are layers of silty and sandy soil approximately 0.5 to 3 feet in thickness that are potentially liquifiable. Further, the liquefaction analysis results indicate that liquefaction-induced ground settlement of up to approximately 1.75 inches may occur. However, as provided above, the final grading, foundation, and building plans must be designed in accordance with the 2022 CBC and the recommendations of the Preliminary Geotechnical Report. These designs would include measures that would address, as necessary, the potential for differential settlement related to liquefaction. Therefore, compliance with the existing building codes and the recommendations detailed in the Preliminary Geotechnical Report would ensure that impacts related to liquefaction would be less than significant.

Lateral spreading is a movement within a nearly horizontal soil zone (possibly due to liquefaction) that causes the overlying soil mass to shift toward a free face or down a gentle slope. According to the Preliminary Geotechnical Report, the potential for lateral spreading is negligible for the project site due to the relatively flat site topography.

Subsidence or collapse can result from the removal of subsurface water resulting in either catastrophic or gradual depression of the surface elevation of the project site. According to the Preliminary Geotechnical Report, static groundwater was encountered in several of the subsurface explorations. The borings initially encountered groundwater at a depth of 19 to 24 feet bgs during drilling. However, the level of groundwater stabilized during drilling at a depth ranging between 9 and 13 feet bgs. Construction of the proposed project is anticipated to require excavation to a maximum depth of 5 feet for construction of utilities and drainage facilities. Based on the depth to groundwater at the project site and the maximum depth of excavation, groundwater dewatering is

not anticipated to be required during construction. Potential impacts related to subsidence or soil collapse due to the removal of subsurface water would not occur.

Overall, compliance with the existing building codes and the recommendations detailed in the Preliminary Geotechnical Report would ensure that the proposed project would not result in on- or off-site landslides, liquefaction, or lateral spreading, or collapse. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

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

Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. Shrink-swell potential is influenced by the amount and type of clay minerals present and can be measured by the percent change of the soil volume. Plasticity indexes greater than 15 usually indicate that a swelling problem may exist, and the swell percentage generally increases with the plasticity indexes.[28] In general, clays have a higher plasticity index, silts have a lower plasticity index, and soils with a plasticity index of 0 typically have little or no silt or clay.

According to the Preliminary Geotechnical Report, the exploratory borings indicate that soil on the project site generally consists of clayey material of moderate to high expansive potential (plasticity index at the surface soil was measured between 13 and 21). Therefore, it is likely that the on-site near-surface soil may exhibit moderately to high expansion potential. As such, the Preliminary Geotechnical Report recommends performing specific grading compaction controls and founding the buildings on post-tensioned mats designed to reduce the impacts of expansive soil on the buildings and surface improvements.

As discussed above, the proposed project would be required to comply with the 2022 CBC and the recommendations detailed in the Preliminary Geotechnical Report. Compliance with the existing 2022 CBC and the recommendations detailed in the Preliminary Geotechnical Report would ensure that the potential impacts associated with expansive soils would not occur. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

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

The project site would be served by a wastewater conveyance system maintained by the City and would not involve the use of septic tanks or alternative wastewater disposal systems. As such, the proposed project would have no impact related to septic tanks or alternative wastewater disposal systems, and this impact has been adequately analyzed in the General Plan EIR.

[28] Federal Highway Administration (FHWA). 1977. *An evaluation of expedient methodology for identification of potentially expansive soils.* Report No. FHWA-RD-77-94. June.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

There are no identified paleontological resources or unique geologic features or sites within, or in the vicinity of, the project site. However, the proposed project would include excavation to a depth of approximately 5 feet bgs. Ground-disturbing activities could have a substantial adverse change on previously unknown paleontological resources. However, in compliance with General Plan Action CON 4b, which requires work stoppage in the event that a significant paleontological resource is uncovered and that a buffer of 100 feet be established until the resource can be examined by a qualified paleontologist for appropriate protection and preservation measures, the following Project-Specific COA has been identified:

COA PAL-1: In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor shall temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery shall be roped off with a 100-foot radius buffer. Once documentation and collection of the find is completed, the monitor shall remove the rope and allow grading to recommence in the area of the find. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the proposed project in order to mitigate adverse impacts to paleontological resources that may exist on-site in on-site sediments. The PRIMP shall follow guidelines developed by the Society for Vertebrate Paleontology and shall include, but not be limited to, monitoring of earthmoving activities during project excavation in native sediments, specimen recovery, and screen washing; preparation of any collected specimens to the point of identification; identification and curation of any collected specimens into a museum repository with permanent, retrievable storage; and preparation of a final compliance report that would provide details of monitoring, fossil identification, cataloging, and repository arrangements.

Implementation of the appropriate procedures required by General Plan Action CON 4b, as specified in COA PAL-1 for the treatment of paleontological resources, would ensure that these resources are protected if encountered at the project site during construction by including stop-work procedures in the event of a find as well as handling procedures. Therefore, the proposed project would have no impact on paleontological resources, and this impact has been adequately analyzed in the General Plan EIR.

4.7.3 Conclusion

Given the above analysis, development of the proposed project would not change the conclusions of the General Plan EIR and Housing Element Addendum, and there would be **no impact** peculiar to the proposed project or the project site related to geology and soils. Impacts related to geology and soils would remain less than significant with incorporation of mitigation, as identified in the General Plan EIR and Housing Element Addendum. No further environmental analysis related to this topic is required pursuant to Sections 15183 and 15162 of the *State CEQA Guidelines*.

4.8 GREENHOUSE GAS EMISSIONS

	Significant Impact Peculiar to Project or Project Site	New or More Severe Significant Impact Not Identified in Prior EIR	New or More Severe Significant Impact due to Substantial New Information	Project Impacts Adequately Analyzed in Prior EIR
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

4.8.1 General Plan EIR Analysis

Section 3.7 of the General Plan EIR analyzed potential impacts related to GHG emissions. The General Plan EIR determined that all impacts related to GHG emissions would be less than significant, and no mitigation was prescribed. The General Plan EIR determined that the General Plan is consistent with Milpitas' adopted Climate Action Plan (CAP) and would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The General Plan EIR determined that with implementation of General Plan policies and actions, General Plan implementation would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Section 6.8 of the Housing Element Addendum analyzed potential impacts related to GHG emissions with implementation of the Housing Element. The Housing Element Addendum determined that development facilitated by the Housing Element would not exceed the buildout capacity specified in the General Plan EIR. Therefore, implementation of the Housing Element would not result in impacts beyond those addressed or analyzed in the General Plan EIR.

4.8.2 Project Impacts

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO_2);
- CH_4;
- Nitrous oxide (N_2O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs); and
- Sulfur hexafluoride (SF_6).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and

enhancing the natural greenhouse effect, which is believed to be causing global warming. While manmade GHGs include naturally occurring GHGs such as CO_2, CH_4, and N_2O, some gases, like HFCs, PFCs, and SF_6, are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere, and its atmospheric concentrations are largely determined by natural processes such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by 1 unit mass of the GHG to the ratio of heat trapped by 1 unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of CO_2e.

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

This section describes the proposed project's construction- and operation-related GHG emissions and contribution to global climate change. The Air District did not address emission thresholds for construction in its CEQA Guidelines; however, the Air District encourages quantification and disclosure. The General Plan EIR included a quantitative analysis of GHG emissions associated with development under the General Plan, including development envisioned under the Housing Element, as determined by the Housing Element Addendum. As the project site was identified as a Rezone Site for residential development in the City's Housing Element, the proposed project's anticipated GHG emissions associated with construction were included in the construction GHG emissions analysis contained in the General Plan EIR. Construction emissions for the proposed project are discussed in this section.

Construction Activities. Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

The Air District does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are encouraged to quantify and disclose GHG emissions that would occur during construction. As discussed in Section 4.3, Air Quality, project-specific construction emissions were estimated for the proposed project using CalEEMod. As discussed above, construction of the proposed project is anticipated to begin in August 2026 and would occur

over an approximately 30-month period.[29] Construction of the proposed project would require the processing of 27,635 cubic yards of cut/fill material and result in approximately 3,322 cubic yards of exported soil, which was included in CalEEMod. In addition, construction of the proposed project would require the demolition of the existing buildings, totaling approximately 176,000 square feet and associated surface parking, which was also included in CalEEMod. This analysis assumes the use of Tier 2 construction equipment. All other construction details are not yet known; therefore, default assumptions (e.g., construction worker and truck trips and fleet activities) from CalEEMod were used. Construction-related emissions are presented in Table C in Section 4.3, Air Quality. CalEEMod output sheets are included in Appendix A.

Using CalEEMod, it is estimated that construction of the proposed project would generate approximately 1,443.0 metric tons of carbon dioxide equivalent (CO_2e).

Implementation of the Air District's basic BMPs, as required by General Plan Policy CON 7-4, would reduce GHG emissions by reducing the amount of construction vehicle idling and by requiring the use of properly maintained equipment. Implementation of this measure would ensure that GHG emissions would be less than significant. In addition, GHG emissions generated during construction of the proposed project would be short term in nature, lasting only for the duration of the construction period. Since GHG emissions associated with construction activities would not represent a long-term source of GHG emissions and would cease once construction is completed, project construction impacts associated with GHG emissions would be less than significant.

Operational Emissions. In April 2023, the Air District adopted the 2022 Air Quality Guidelines[30] which identify applicable GHG significance thresholds. These thresholds evaluate a project based on its effect on California's efforts to meet the State's long-term climate goals. Applying this approach, the Air District identifies and provides supporting documentation outlining the necessary requirements that new land use development projects must implement to achieve California's long-term climate goal of carbon neutrality by 2045. Based on the analysis, the Air District found that new land use development projects need to incorporate specified design elements to contribute their "fair share" toward implementation of the goal of carbon neutrality by 2045. If a project is designed and built to incorporate the identified design elements, then it would contribute its portion of what is necessary to achieve California's long-term climate goals—its "fair share"—and an agency reviewing the project under CEQA can conclude that the project will not make a cumulatively considerable contribution to global climate change. The document concludes that if a project does not incorporate these design elements, it should be found to result in a significant climate impact because it would hinder California's efforts to address climate change.

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29 The CalEEMod model evaluated project construction emissions with a start date of July 2026 and a duration of 30 months. The proposed project's construction schedule has since been modified that project construction would begin in August 2026 and would still occur over an 30-month duration. Based on this minimal modification to the project construction schedule, a later construction start date would not result in any additional air quality impacts than identified herein.

30 Bay Area Air District (Air District). 2023. *California Environmental Quality Act Air Quality Guidelines.* April.

According to the Air District's 2022 CEQA Guidelines, a project would have a less than significant impact related to GHG emissions if it would do either of the following:

1. Include, at a minimum, the following project design elements:
    a. Buildings
        1) The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
        2) The project will not result in any wasteful, inefficient, or unnecessary electrical usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the *State CEQA Guidelines*.
    b. Transportation
        1) Achieve a reduction in project-generated VMT below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted SB 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:
            a) Residential Projects: 15 percent below the existing VMT per capita
            b) Office projects: 15 percent below the existing VMT per employee
            c) Retail projects: no net increase in existing VMT
        2) Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.
2. Or be consistent with a local GHG reduction strategy that meets the criteria under *State CEQA Guidelines* Section 15183.5(b).

The City of Milpitas updated the CAP in 2019 (CAP Update)[31] to reduce community GHG emissions by 36 percent by 2030 and 80 percent by 2040, and reach carbon neutrality by 2045, consistent with State GHG reduction goals. To reach these goals, the CAP Update targets six key emissions sources:

- **Residential Building Energy:** Natural gas usage
- **Nonresidential Building Energy:** Natural gas and electricity usage
- **On Road Transportation:** Gasoline cars and single person commutes
- **Solid Waste:** All waste in landfills

[31] City of Milpitas. 2022. *City of Milpitas Climate Action Plan Update.* August. Website: https://www.milpitas.gov/DocumentCenter/View/3124/Milpitas-Climate-Action-Plan-Update-2022?bidId= (accessed January 2026).

- **Off-Road Vehicles and Equipment:** Construction vehicles and landscaping equipment run on gasoline or diesel
- **Water Supply and Wastewater Treatment:** Energy to pump and treat water and wastewater

The City's CAP Update meets the Air District's requirements for a Qualified Greenhouse Gas Reduction Strategy and is designed to streamline environmental review of future development projects in the City consistent with *State CEQA Guidelines* Section 15183.5(b) and the Air District's 2022 CEQA Guidelines. As such, this analysis evaluates the proposed project's consistency with the City's CAP Update.

The City's CAP Update includes a Consistency Checklist to help the City provide a streamlined review process for new development projects that are subject to discretionary review pursuant to CEQA. The purpose of the Consistency 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 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 Consistency Checklist, may rely on the CAP Update and its associated CEQA documentation for the cumulative impact analysis of GHG emissions.

The proposed project's Consistency Checklist is included in Appendix D. As shown in the Consistency Checklist, the proposed project would be consistent with the applicable measures from the City's CAP Update, including installation of on-site renewable energy, reduction in VMT, installation of EV infrastructure, inclusion of short-term and long-term bicycle parking, and implementation of waste and water conservation features. Therefore, the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

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

The following discussion evaluates the proposed project according to the goals of Executive Order (EO) B-30-15, SB 32, Assembly Bill (AB) 197, AB 1279, and the 2022 Scoping Plan.

EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. CARB released the 2017 Scoping Plan to reflect the 2030 target set by EO B-30-15 and codified by SB 32. SB 32 keeps the State on the path toward achieving the 2050 objective of reducing emissions to 80 percent below 1990 levels. The companion bill to SB 32, AB 197, provides additional direction to CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 intended to provide easier public access to air emissions data that are collected by CARB was posted in December 2016. AB 1279 codifies the State goals of achieving net carbon neutrality by 2045 and maintaining net negative GHG emissions thereafter.

In addition, the 2022 Scoping Plan assesses progress toward the statutory 2030 target while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The Air District's Justification Report established guidance on how individual projects would be consistent with California's long-term climate goals and provides substantial evidence in supporting the use of its thresholds for projects throughout California because the thresholds are designed to meet the State's established GHG reduction goals, including the 2022 Scoping Plan goals. If a project is consistent with the Air District's thresholds, then it would contribute its portion of what is necessary to achieve California's long-term climate goals and an agency reviewing the project under CEQA can conclude that the project would be consistent with the State's 2022 Scoping Plan. As discussed above, the proposed project would be consistent with the City's CAP Update, would be consistent with the Air District's thresholds identified in the 2022 CEQA Guidelines, and would a have a less than significant GHG emissions impact. As analyzed against the thresholds of significance, the proposed project would be contributing its "fair share" of emissions reductions to support long-term State goals of GHG emission reductions and carbon neutrality, and would therefore be found to be consistent with regional and State goals and applicable plans for GHG emissions reductions.

As such, the proposed project would comply with existing State regulations adopted to achieve the overall GHG emissions reduction goals identified in EO B 30 15, SB 32, AB 197, and AB 1279, and would be consistent with applicable plans and programs designed to reduce GHG emissions. Therefore, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

4.8.3 Conclusion

Given the above analysis, development of the proposed project would not change the conclusions of the General Plan EIR and Housing Element Addendum, and there would be **no impact** peculiar to the proposed project or the project site related to GHG emissions. Impacts related to GHG emissions would remain less than significant as identified in the General Plan EIR and Housing Element Addendum. No further environmental analysis related to this topic is required pursuant to Sections 15183 and 15162 of the *State CEQA Guidelines*.

4.9 HAZARDS AND HAZARDOUS MATERIALS

	Significant Impact Peculiar to Project or Project Site	New or More Severe Significant Impact Not Identified in Prior EIR	New or More Severe Significant Impact due to Substantial New Information	Project Impacts Adequately Analyzed in Prior EIR
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

4.9.1 General Plan EIR Analysis

Section 3.8 of the General Plan EIR analyzed potential impacts related to hazards and hazardous materials, determined that all impacts related to hazards and hazardous materials would be less than significant, and no mitigation was prescribed.

The General Plan EIR indicated that implementation of the General Plan would facilitate new development in Milpitas that may involve the routine transportation, use, or disposal of hazardous materials (including within 0.25 mile of an existing or planned school); cleanup of sites with known hazardous materials; and transportation of excavated soil and/or groundwater containing contaminants from areas that are identified as being contaminated, or disposal of contaminated materials at an approved disposal site. However, all future projects allowed under the General Plan would be required to comply with federal, State, and local requirements related to hazardous materials. In addition, each future project would be evaluated for potential impacts, specific to the project, associated with hazardous materials as required under CEQA. In addition, the following

action and policies from the General Plan would address potential impacts associated with hazardous materials:

- **Policy SA-5.1:** Require hazardous waste generated within Milpitas to be disposed of in a safe manner, consistent with all applicable local, state, and federal laws;

- **Policy SA-5.2:** Hazardous materials shall be stored in a safe manner, consistent with all applicable local, state, and federal laws;

- **Policy SA-5.3:** Ensure that businesses in Milpitas that handle hazardous materials prepare and file a Hazardous Materials Business Plan (HMBP), and Hazardous Materials Inventories. The HMBP and Inventory shall consist of general business information, basic information on the location, type, quantity, and health risks of hazardous materials, and emergency response and training plans;

- **Policy SA-5.4:** Use the environmental review process to comment on Hazardous Waste Transportation, Storage and Disposal (TSD) Facilities proposed in the Milpitas Planning Area and throughout the County to request a risk assessment and ensure that potentially significant, widespread, and long-term impacts on public health and safety of these facilities are identified and mitigated, as such impacts do not respect jurisdictional boundaries;

- **Policy SA-5.5:** As feasible, minimize the use of toxic cleaning supplies and products in civic facilities, and minimize the City's use of pesticides, herbicides and fertilizers during landscaping and outdoor municipal operations;

- **Policy SA-5.6:** Encourage residents and businesses to minimize the use of toxic materials and products including the application of pesticides, herbicides and fertilizers;

- **Action SA-5a:** Require that applications for discretionary development projects provide detailed information regarding the potential for the historical use of hazardous materials on the site, including information regarding the potential for past soil and/or groundwater contaminations. If warranted, identify and require mitigation measures to ensure the exposure to hazardous materials from historical uses has been mitigated to acceptable levels consistent with EPA and/or DTSC standards;

- **Action SA-5b:** Request that the environmental review pursuant to CEQA and/or NEPA of proposed hazardous waste TSD facilities outside of the City's jurisdiction but within the County shall address the following risk assessment components:

    - A worst case description estimating the number, type, scale, scope, location, and operating characteristics of proposed TSD facility(ies) based on the projected volumes and types of hazardous waste;

    - An assessment of risk resulting from the accidental release, fire, and explosion of hazardous waste. This assessment should take into account all phases of operation including transport,

storage, and treatment. The assessment of risk should include the probability of occurrence of an adverse event and magnitude of impact;

- Quantitative estimates of toxic air emissions, by applying emissions rates of existing facilities to the future volumes of hazardous waste, and identifying emissions for incinerator facilities under worse case circumstances;

- An assessment of non-incineration alternatives for hazardous waste treatment such as chemical dechlorination for the detoxification of PCB's, dioxins, solvents and pesticides; photolysis; and biological treatment; and

- Review of the operating characteristics of proposed TSD facilities, taking into account maintenance and operating procedures, emissions monitoring, and safety devices to assure the ongoing enforceability of the mitigating measures that are required;

- **Action SA-5c:** Continue to train local fire personnel in the specialized handling and cleanup procedures that are required for radioactive, toxic, and hazardous substance spills;

- **Action SA-5d:** Require that Business License applications for businesses that use, store, or sell hazardous materials be reviewed by the County Department of Environmental Health to ensure operations comply with all applicable local, state, and federal laws and do not pose a risk to the public;

- **Action SA-5e:** Support convenient opportunities to properly dispose of hazardous waste by maintaining information on the City's website about convenient drop-off programs for the local disposal of household hazardous waste offered by the Santa Clara County Department of Environmental Health, and other providers; and

- **Action SA-5f:** During subsequent contract negotiations with waste haulers, consider adding contractual requirements for the waste hauler to host semi-annual hazardous waste drop-off events in order to provide safe and convenient access to such services by local residents and businesses.

The General Plan EIR also indicated that the nearest airport to the city is Norman Y. Mineta San Jose International Airport, approximately 2.7 miles south of Milpitas. However, the city is not within the influence area of the airport. In addition, implementation of the General Plan would not result in physical changes that could interfere with or impair emergency response or evacuation with adherence to the General Plan actions and policies, including the following:

- **Policy SA-3.1:** Ensure that new critical facilities in Milpitas are located in areas that minimize exposure to potential natural hazards;

- **Policy SA-3.2:** Ensure that critical facilities are properly supplied and equipped to provide emergency services;

- **Policy SA-3.4:** Support local and regional disaster planning and emergency response planning efforts, and look for opportunities to collaborate and share resources with other municipalities in the region;

- **Policy SA-3.5:** Continue to maintain the City's Emergency Operations Center and conduct regular staff training exercises to ensure that all City staff members, in additional to emergency responders, are adequately trained to fulfill their duties in the event of an emergency;

- **Policy SA-3.6:** Maintain effective mutual aid agreements for fire, medical response, and other functions as appropriate;

- **Policy SA-3.7:** Encourage residents and community leaders to participate in disaster training programs, such as the "Strategic Actions For Emergencies" (S.A.F.E) emergency preparedness program and the Community Emergency Response Team (CERT) program. Where feasible, assist in neighborhood drills and safety exercises to increase participation and build community support;

- **Policy SA-3.8:** Clearly communicate to the public the City's plans, procedures, and responsibilities in the event of a disaster or emergency. Communications and information made available to the public shall be provided in multiple languages to ensure the greatest number of community members have access to this information;

- **Policy SA-3.9:** Encourage residents to register with the Santa Clara County Emergency Alert System (AlertSCC) to ensure notification in the event of an emergency;

- **Policy SA-3.10:** Continue to promote public safety through public education programs, and ensure programs are available and accessible to all segments of the community;

- **Policy SA-6.2:** Ensure that emergency response plans and training programs continue to evolve and are modified in order to protect residents, infrastructure, and facilities during emergencies and extreme weather events; and

- **Action SA-3e:** As part of the development review process, consult with the police and fire departments in order to ensure that the project provides adequate emergency access.

Section 6.9 of the Housing Element Addendum analyzed potential impacts related to hazards and hazardous materials with implementation of the Housing Element. The Housing Element Addendum determined that as future development facilitated by the Housing Element would be required to adhere to existing regulatory requirements related to hazards and hazardous materials (including the actions and policies contained in the City's General Plan), and because development facilitated by the Housing Element would not exceed the buildout capacity specified in the General Plan EIR, implementation of the Housing Element would not result in impacts beyond those addressed or analyzed in the General Plan EIR.

4.9.2 Project Impacts

The analysis in this section is based, in part, on the Phase I ESA[32] and Phase II ESA[33] prepared for the proposed project by GSI Environmental Inc. These reports are provided herein as Appendix E and Appendix F, respectively.

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

The proposed project would demolish all existing commercial buildings associated with the South Bay Tech Center on the project site and construct 29 new residential buildings consisting of approximately 272 new townhome units. Construction of the proposed project would involve the routine transportation, use, and disposal of construction-related hazardous materials such as fuels, soils, solvents, and other materials. These materials are typical of materials delivered to construction sites. The amount of hazardous chemicals present during construction would be limited to what is required to operate construction equipment and would be handled in compliance with existing government regulations. The potential for the release of hazardous materials during project construction is low, and even if a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or the environment due to the small quantities of these materials associated with construction vehicles.

The operational phase of the proposed project may also include storage and use of small amounts of hazardous materials associated with residential uses (e.g., cleaning products) on the project site. These materials are substantially similar to household chemicals and solvents already in general and wide use throughout the city and in the vicinity of the project site. In addition, such materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations, as required by General Plan Policy SA-5.2.

In addition, worker health and safety is regulated at the federal level by the United States Department of Labor, Occupational Safety and Health Administration (OSHA). OSHA regulations include training requirements for construction workers and a requirement that hazardous materials are accompanied by the manufacturer's Safety Data Sheets (SDSs). The Federal Occupational Safety and Health Act of 1970 authorizes states to establish their own safety and health programs with OSHA approval. Worker health and safety protections in California are regulated by the California Department of Industrial Relations (DIR). The DIR includes the Division of Occupational Safety and Health (DOSH), which acts to protect workers from safety hazards through its California Occupational Safety and Health (Cal/OSHA) program. Cal/OSHA regulations include requirements for protective clothing, training, and limits on exposure to hazardous materials. California standards for workers dealing with hazardous materials are contained in CCR Title 8 and include practices for all industries (General Industrial Safety Orders), as well as specific practices for construction and other industries.

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32 GSI Environmental Inc. 2024. *Phase I Environmental Site Assessment Report, South Bay Tech Center, 1601-1765 South Main Street, Milpitas, California.* October 17.

33 GSI Environmental Inc. 2024. *Phase II Environmental Site Assessment Report, South Bay Tech Center, 1601-1765 South Main Street, Milpitas, California.* November 21.

In 1990 and 1994, the federal Hazardous Material Transportation Act was amended to improve the protection of life, property, and the environment from the inherent risks of transporting hazardous material in all major modes of commerce. The United States Department of Transportation (USDOT) developed hazardous materials regulations that govern the classification, packaging, communication, transportation, and handling of hazardous materials, as well as employee training and incident reporting. The transportation of hazardous materials is subject to USDOT, the Resource Conservation and Recovery Act (RCRA), and State regulations. The California Highway Patrol, the California Department of Transportation (Caltrans), and the California Environmental Protection Agency (Cal/EPA) Department of Toxic Substances Control (DTSC) are responsible for enforcing federal and State regulations pertaining to the transportation of hazardous materials.

Therefore, as provided above, compliance with all applicable federal, State, local, and manufacturer regulations, as required by General Plan Policy SA-5.1, would ensure that the proposed project would not result in significant impacts on the public or environment from the routine transportation, use, and disposal of hazardous materials. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

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

The public and/or the environment could be affected by the release of hazardous materials from the proposed project into the environment by: (1) exposing workers and/or the public to potentially contaminated soil and groundwater during construction and/or operation of the project, or (2) exposing workers and/or the public to hazardous building materials (e.g., polychlorinated biphenyls [PCBs], lead-based paint [LBP], asbestos) during demolition of the existing commercial structures.

As described above, small quantities of common hazardous materials would be used at the project site during construction and operation of the proposed project. Improper use, storage, or handling could result in a release of hazardous materials into the environment, which could pose a risk to construction workers and the public. However, the proposed project would be required to comply with existing government regulations in the use and disposal of these materials, and such materials would not be used in sufficient strength or quantity to create a substantial risk to human or environmental health.

On-Site Hazardous Building Materials. According to the Phase I ESA, which was prepared pursuant to General Plan Action SA-5a, the project site has been developed with the existing commercial buildings since at least 1990. Due to the age of the buildings on the project site, asbestos-containing materials (ACMs) may be present in the buildings. Demolition activities could cause the release of asbestos and lead into the environment if ACMs and LBPs are present in the buildings.

However, Section II-2-11.01 of the City's Municipal Code requires a demolition permit to be obtained prior to demolition activities.[34] Prior to the issuance of the demolition permit, the project applicant would be required to complete a PCB Screening Assessment Form and confirm the safe removal of regulated hazardous materials during demolition.[35] In addition, the San Francisco Bay RWQCB's MRP requires a survey for PCBs, and Cal/OSHA Title 8, Section 1529, and Air District Regulation 11, Rule 2, require a survey for asbestos and ACMs prior to demolition. The surveys would include plans on hazardous waste or hazardous materials removal, reuse, or disposal procedures to be implemented that fully comply with State hazardous waste generator requirements (22 CCR 66260 et seq.). Compliance with the requirements described above would ensure that potential impacts related to hazardous building materials would not occur.

Hazardous Soil and Groundwater Conditions. A Phase I ESA (Appendix E) was prepared for the project site in accordance with the standards and procedures outlined in the American Society for Testing and Materials E 1527-21. The Phase I ESA included a review of official government databases concerning the locations of known hazardous materials releases for the purpose of identifying any listings suggesting a potential impact to the project site. The report provided a search of standard environmental record sources for listings of the project site, adjoining properties, and sites within the surrounding area. In addition, the project site and the surrounding area were evaluated via the State Water Resources Control Board (SWRCB) GeoTracker database, the DTSC's EnviroStor database, and the Hazardous Waste and Substances Sites (Cortese) List for the purposes of identifying recognized environmental conditions or historical recognized environmental conditions.

"Recognized Environmental Condition"(REC) means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. The term is not intended to include *de minimis* conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* are not recognized environmental conditions. A "Historical Recognized Environmental Condition" (HREC) is an environmental condition that, in the past, would have been considered an REC but that may or may not be considered a recognized environmental condition currently. If a past release of any hazardous substances or petroleum products has occurred in connection with the property, with such remediation accepted by the responsible regulatory agency (for example, as evidenced by the issuance of a case closed letter or equivalent), this condition shall be considered an HREC.

The Phase I ESA identified the following environmental conditions at the project site:

- An REC associated with the project site's historical use for agriculture production;

[34] City of Milpitas. 2026. *Milpitas Municipal Code, Title II, Building Regulations, Chapter 2, Moving and Demolition, Section II, Demolition of Buildings*. February 24.

[35] City of Milpitas. 2024. *Demolition (Total Building).* July 26. Website: https://www.milpitas.gov/DocumentCenter/View/809/Demolition-Total-Building-PDF.

- An HREC associated with the property located at 1787 South Main Street, southerly adjacent and hydraulically upgradient to the project site, which was historically utilized as a gasoline service station from approximately 1980 to 2007 and is currently the location of a gas station (2020–present);

- A *de minimis* condition associated with various on-site chemical usage from historical use of the project site by printing and publishing companies, medical offices, semiconductor companies, and heating, ventilation, and air conditioning (HVAC) contractors that have occupied the project site.

The gas station property received regulatory closure in September 2013 under the SWRCB Low-Threat Underground Storage Tank Case Closure Policy. In 2003, data collected on the gas station property indicated low to non-detectable concentrations of fuel-related constituents in groundwater associated with the historical gasoline service station use. Based on the low to non-detectable concentrations of constituents in groundwater and soil vapor at the gas station property and the issuance of regulatory closure, the gasoline service station at 1787 South Main Street is not considered to present an environmental concern to the project site.

However, the project site's historical use for agriculture production from 1939 to 1982 may have resulted in the presence of various pesticides in shallow soil at the project site. Although the project site surface was disturbed for redevelopment, there may be residual concentrations of certain metals, such as arsenic, and organochlorine pesticides in the upper several feet. In addition, although no chemical releases on the project site are known to have occurred, a *de minimis* condition associated with various on-site chemical usage from historical use of the project site has been identified. As such, a Phase II ESA was prepared for the project site (Appendix F). The purpose of the Phase II ESA was to evaluate if historical uses, including agriculture and chemical storage, have resulted in the presence of arsenic and organochlorine pesticides (OCPs) in soil and volatile organic compounds (VOCs) in soil vapor and evaluate potential risk to future project site occupants.

Fourteen soil vapor samples were analyzed for VOCs and helium gas (as a leak check compound). The following VOCs were reported at concentrations greater than the residential screening levels:

- Benzene was reported at concentrations above the laboratory reporting limits in 10 of the 14 samples analyzed. The reported concentrations range from 1.7 to 9.4 micrograms per cubic meter (µg/m^3). In seven samples, the reported concentrations of benzene exceed the residential screening level of 3.2 µg/m^3.

- Chloroform was reported at concentrations above the laboratory reporting limits in 13 of the 14 samples. In 10 samples, the reported concentrations exceed the residential screening level of 4.1 µg/m^3. The reported concentrations exceeding the environmental screening level range from 4.2 to 18 µg/m^3.

- 1,2-Dichloroethane (1,2-DCA) was reported at a concentration of 5.3 µg/m^3 in one sample, which exceeds the residential screening level of 3.7 µg/m^3. 1,2-DCA was not detected in any other samples.

No other VOCs were reported at concentrations exceeding their respective residential screening levels

In addition, soil sampling did not identify arsenic or OCPs in soil that require remediation prior to residential redevelopment. However, 3 of the 20 shallow soil samples detected arsenic at concentrations above the regional background threshold value, indicating historical agricultural use may have minimally impacted shallow soil in some areas of the project site. The results for arsenic were evaluated further with the calculation of the 95 percent upper confidence limit for the arithmetic mean (95UCL) using the USEPA exposure assessment tool. Given that redevelopment of the project site would include demolition of the existing commercial structures and soil grading and recompaction, the 95UCL is an appropriate estimate of arsenic in soil for a future residential scenario. As provided in the Phase II ESA, the 95UCL for arsenic in soil samples is 10.35, which is below the regional background threshold value of 11 milligrams per kilogram.

The results of the Phase II ESA indicate that historical uses at the project site have not resulted in the presence of arsenic or OCPs in soil or VOCs in soil vapor that require remediation prior to residential redevelopment. However, due to the observation of potential petroleum affected soil at 7 to 11 feet bgs and the detection of arsenic exceeding background threshold values at two locations, a Site Management Plan (SMP) would be prepared for use during redevelopment activities, in accordance with General Plan Action SA-5a and as specified in the following Project-Specific COA:

COA HAZ-1: Prior to the issuance of any grading permit, a Site Management Plan (SMP) should be prepared for use during redevelopment activities. The SMP should include soil management procedures in the event that visual or olfactory evidence of affected soil is encountered and protocols for characterization of excess soil generated during redevelopment activities for off-site disposal or reuse.

Preparation and implementation of an SMP, as required by General Plan Action SA-5a and specified in COA HAZ-1, would ensure that the proposed project would not result in significant impacts to the public or the environment related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

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

Pearl Zanker Elementary School, located at 1585 Fallen Leaf Drive, and Mabel Mattos Elementary School, located at 1750 McCandless Drive, are all less than 0.25 mile from the project site. However, compliance with federal, State, and local regulations for the management of hazardous materials, as discussed in Sections 4.9.a and 4.9.b, above, would ensure that potential impacts to nearby schools associated with hazardous materials emissions and use at the project site would not occur. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

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

The provisions of Government Code Section 65962.5 require DTSC, SWRCB, DOSH, and California Department of Resources Recycling and Recovery (CalRecycle) (formerly the California Integrated Waste Management Board) to submit information pertaining to sites associated with solid waste disposal, hazardous waste disposal, leaking underground storage tank (LUST) sites, and/or hazardous materials releases to the Secretary of Cal/EPA.

The project site was evaluated via the SWRCB's GeoTracker database,[36] the DTSC's EnviroStor database,[37] and the Cortese List[38] for the purposes of identifying hazardous materials sites associated with the project site. The project site is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no impact associated with the proposed project being included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 would occur, and this impact has been adequately analyzed in the General Plan EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The project site is approximately 2.7 miles northeast of Norman Y. Mineta San Jose International Airport and is not within the influence area of the airport. Therefore, the proposed project would not result in a safety hazard to people working or residing in the area due to the proximity of an airport. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

According to the Santa Clara County Emergency Operations Plan, the City is a partner of the Santa Clara County Operation Area and the Santa Clara County Emergency Management Organization. Both of these entities provide mutual aid to communities via the Santa Clara County Sheriff's Department, Santa Clara County Fire Department (SCCFD), and the State of California Office of Emergency Services. In addition, the City adopted the City of Milpitas Emergency Operations Plan (EOP), which identifies the City's emergency planning, organization, and response policies and procedures. The EOP also addresses the integration and coordination within other governmental agencies that are required during an emergency.

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36 State Water Resources Control Board (SWRCB). 2022. *Geotracker Database*. Website: https://geotracker.waterboards.ca.gov/ (accessed August 2025).

37 California Department of Toxic Substances Control (DTSC). 2022. *EnviroStar Database*. Website: https://www.envirostor.dtsc.ca.gov/public/ (accessed August 2025).

38 California Environmental Protection Agency (Cal/EPA). 2020. *Cortese List Data Resources*. Website: calepa.ca.gov/sitecleanup/corteselist/ (accessed August 2025).

Because the proposed project would not include any modifications to the existing roadways in the vicinity of the project site, implementation of the proposed project would not result in any impacts related to emergency access or an adopted emergency response plan. As such, the proposed project would have no impact on implementation of an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

g) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The project site is in an urban area and is not within or adjacent to a wildland fire hazard area. As such, the proposed project would not expose people or structures to a significant loss, injury, or death involving wildland fires. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

4.9.3 Conclusion

Given the above analysis, development of the proposed project would not change the conclusions of the General Plan EIR and Housing Element Addendum, and there would be **no impact** peculiar to the proposed project or the project site related to hazards and hazardous materials. Impacts related to hazards and hazardous materials would remain less than significant, as identified in the General Plan EIR and Housing Element Addendum. No further environmental analysis related to this topic is required pursuant to Sections 15183 and 15162 of the *State CEQA Guidelines*.

4.10 HYDROLOGY AND WATER QUALITY

	Significant Impact Peculiar to Project or Project Site	New or More Severe Significant Impact Not Identified in Prior EIR	New or More Severe Significant Impact due to Substantial New Information	Project Impacts Adequately Analyzed in Prior EIR
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☐	☒
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or offsite;	☐	☐	☐	☒
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
iv. Impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

4.10.1 General Plan EIR Analysis

Section 3.9 of the General Plan EIR analyzed potential impacts related to hydrology and water quality. The Housing Element EIR determined that all impacts related to hydrology and water quality would be less than significant, and no mitigation was prescribed. The General Plan EIR indicated that grading, excavation, removal of vegetation and other activities associated with future development facilitated by the General Plan could temporarily increase runoff, erosion, and sedimentation and could release materials that could adversely affect water quality. In addition, the General Plan EIR indicated that new development projects allowed under the General Plan could introduce constituents into the stormwater system that are typically associated with urban runoff. However, the General Plan EIR determined that compliance with required permits and existing regulations, including applicable National Pollutant Discharge Elimination System (NPDES) permits and the implementation of BMPs contained therein, would ensure that water quality impacts would be less than significant. In addition, future development would be subject to the policies and actions contained in the City's General Plan, including the following:

- **Policy SA 2-3:** Require all development projects to demonstrate how storm water runoff will be detained or retained on-site, treated, and/or conveyed to the nearest drainage facility as part of the development review process. Project applicants shall demonstrate that project implementation would not result in increases in the peak flow runoff to adjacent lands or drainage facilities that would exceed the design capacity of the drainage facility or result in an increased potential for off-site flooding;

- **Policy UCS 1-2:** Require development and long-term planning projects to be consistent with all applicable City infrastructure plans, including the Water Master Plan, Urban Water Management Plan (UWMP), the Sewer Master Plan, the Sewer System Management Plan, the Green Infrastructure Plan, and the Capital Improvement Program;

- **Policy UCS 1-3:** Require all future development projects to analyze their infrastructure and service impacts and either demonstrate that the City's existing infrastructure, public services, and utilities can accommodate the increased demand for services, and that service levels for existing users will not be diminished or impaired, or make the necessary improvements to mitigate all potential impacts;

- **Policy UCS 4-2:** Require all development projects to demonstrate how storm water runoff will be detained or retained on-site and/or conveyed to the nearest drainage facility as part of the development review process and as required by the San Francisco Bay Region Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit;

- **Policy UCS 4-3:** Require all future development projects to analyze their drainage and stormwater conveyance impacts and either demonstrate that the City's existing infrastructure can accommodate increased stormwater flows, or make the necessary improvements to mitigate all potential impacts;

- **Policy UCS 4-4:** Applicable projects shall incorporate Best Management Practices (BMPs) and Low Impact Development measures (LID) to treat stormwater before discharge from the site. The facilities shall be sized to meet regulatory requirements;

- **Policy UCS 4-5:** Applicable projects shall control peak flows and duration of runoff to prevent accelerated erosion of downstream watercourses;

- **Policy UCS 4-6:** Applicable projects shall minimize directly connected impervious areas by limiting the overall coverage of paving and roofs, directing runoff from impervious areas to adjacent pervious areas, and selecting permeable pavements and surface treatments;

- **Policy UCS 4-13:** Owners and operators of stormwater treatment facilities shall maintain those facilities and ensure they continue to be effective;

- **Policy UCS 4-14:** Construction sites shall incorporate measures to control erosion, sedimentation, and the generation of runoff pollutants to the maximum extent practicable. The design, scope and location of grading and related activities shall be designed to cause minimum disturbance to terrain and natural features. (Title II, Chapter 13 of the Municipal Code).

The General Plan EIR also determined that although future development under the General Plan would result in new impervious surfaces and could reduce rainwater infiltration and groundwater recharge, the majority of developable areas within the Santa Clara Plain Recharge Area are currently developed with urban uses. Given that implementation of the General Plan would not appreciably add to the volume of impervious surfaces in Milpitas or the Santa Clara Plain Recharge Area, when compared to the overall size of the regional groundwater basin recharge area, and that there are adequate water supplies (including groundwater) to serve the projected buildout demand of the General Plan, the General Plan EIR determined that impacts related to depleting groundwater supplies or interfering substantially with groundwater recharge would be less than significant. Further, future development would be subject to the policies and actions related to water conservation, the use of permeable surfaces and the use of recycled water for non-potable uses, and coordination with local water districts when planning for adequate capacity to accommodate future growth contained in the City's General Plan.

The General Plan EIR also found that with required compliance with existing regulations, including applicable NPDES permits, and the actions and policies contained in the City's General Plan, future development facilitated by the General Plan would not substantially alter the existing drainage pattern of future development sites, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site. In addition, with required compliance with existing regulations and actions and policies contained in the City's General Plan, the General Plan EIR determined that future development would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding. In addition, although future development would place structures within Federal Emergency Management Agency (FEMA) designated Flood Hazard Areas and dam inundation areas, the General Plan EIR determined that compliance with actions and policies contained in the City's General Plan, the City's Municipal Code, and the National Flood Insurance Program (NFIP) would reduce potential effects associated with inundations to less than significant.

Section 6.10 of the Housing Element Addendum analyzed potential impacts related to hydrology and water quality with implementation of the Housing Element. The Housing Element Addendum determined that as future development facilitated by the Housing Element would be required to adhere to existing regulatory requirements related to hydrology and water quality, including the NPDES program and the actions and policies contained in the City's General Plan, and because development facilitated by the Housing Element would not exceed the buildout capacity specified in the General Plan EIR, implementation of the Housing Element would not result in impacts beyond those addressed or analyzed in the General Plan EIR.

4.10.2 Project Impacts

The analysis in this section is based in part on the Santa Clara Valley Urban Runoff Pollution Prevention Program Provision C.3 Data Form (Provision C.3 Data Form) prepared for the proposed project (Appendix G).[39]

[39] Civil Engineering Associates. 2024. *Santa Clara Valley Urban Runoff Pollution Prevention Program Provision C.3 Data Form*. March 10.

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Regional Drainage. The project site is located within an urban and built-up area of Milpitas. Although the historic alignment of Penitencia Creek is located along the north and west boundary of the project site, the creek has diverted and undergrounded and no longer borders the project site. The project site is located within the Coyote Creek Watershed. The Coyote Creek Watershed is the largest in the Santa Clara Basin and covers approximately 320 square miles. Coyote Creek originates in the mountains northeast of the city of Morgan Hill and flows northwest for approximately 42 miles through unincorporated, predominantly agricultural land between Morgan Hill and San Jose and urbanized areas of San Jose and the lower edge of Milpitas before entering the Lower South San Francisco Bay. At the base of the Diablo Range, the Coyote Creek is impounded by two dams, which form Coyote and Anderson Reservoirs. Nine major tributaries lie within the area that drains to these two reservoirs. Canada de los Osos, Hunting Hollow, Dexter Canyon, and Larios Canyon Creeks drain to Coyote Reservoir, and Otis Canyon, Packwood, San Felipe, Las Animas, and Shingle Valley Creeks drain to Anderson Reservoir. In addition, at least four major tributaries flow from the mountains across this alluvial plain to Coyote Creek, including Penetencia Creek, Upper Silver Creek, Lower Silver Creek, and Fisher Creek.[40] In the city, stormwater runoff within the Coyote Creek Watershed is collected from streets and urban surfaces by the City's storm drain system and ultimately discharged into Coyote Creek. The nearest existing storm drain infrastructure to the project site is located along Montague Expressway and South Main Street. According to the City's Storm Drain Master Plan, Montague Expressway and South Main Street discharge into Lower Penetencia Creek, which ultimately discharges into Coyote Creek and the Lower South San Francisco Bay.[41]

Regulatory Framework. The SWRCB and nine Regional Water Quality Control Boards (RWQCBs) regulate water quality of surface water and groundwater bodies throughout California. In Milpitas, the San Francisco Bay RWQCB is responsible for implementation of the Water Quality Control Plan (Basin Plan). The Basin Plan establishes beneficial water uses for waterways and water bodies in the region. Section 303(d) of the federal Clean Water Act (CWA) requires that states identify water bodies, including bays, rivers, streams, creeks, and coastal areas that do not meet water quality standards, and the pollutants that are causing the impairment. Total Maximum Daily Loads (TMDLs) describe the maximum amount of a pollutant that a water body can receive while still meeting established water quality standards. A TMDL establishes limits for pollutant discharges into impaired water bodies. The SWRCB Surface Water Quality Assessment 2024 Integrated Report for Clean Water Act Sections 303(d) and 305(b) does not list any impairments for Penetencia Creek. However, Coyote Creek is listed as impaired for toxicity, pesticides (diazinon, bifenthrin, cypermethrin, and pyrethroids), trash, dissolved oxygen, and mercury and South San Francisco Bay is listed as impaired for pesticides (chlordane, dichlorodiphenyltrichloroethane [DDT], and dieldrin), toxic organics

40 Santa Clara Valley Urban Runoff Pollution Prevention Program. n.d. *Coyote Watershed.* Website: https://scvurppp.org/watersheds/santa-clara-basin-watersheds/coyote-watershed (accessed August 2025).

41 City of Milpitas. 2021. *City of Milpitas Storm Drain Master Plan 2021*. October.

(dioxin compounds [including 2, 3, 7, 8-TCDD], furan compounds, PCBs and dioxin-like PCBs), invasive species, and metals (selenium and mercury).[42]

Runoff water quality is regulated by the NPDES program (established through the CWA). The NPDES program objective is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by State and federal statutes and regulations. Locally, the NPDES program is administered by the San Francisco Bay RWQCB. NPDES requirements that would apply to both the construction phase and the operations phase of the project are described below.

Construction. The proposed project includes demolition of all the existing on-site structure and surface pavements and construction of 29 new residential buildings consisting of approximately 272 new townhome units. Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported via stormwater runoff into receiving waters (i.e., Penetencia Creek, Coyote Creek, and South San Francisco Bay).

Construction of the proposed project is anticipated to disturb the entire 11.2-acre project site. Because project construction would disturb greater than 1 acre of soil, the proposed project would be subject to the requirements of the SWRCB's NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit).[43] As required by the Construction General Permit, the Construction Contractor would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement construction BMPs detailed in the SWPPP during construction activities. Construction BMPs would include, but not be limited to, erosion and sediment control (designed to minimize erosion and retain sediment on site), and good housekeeping practices to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

According to the Preliminary Geotechnical Report, static groundwater was encountered in several of the subsurface explorations. The borings initially encountered groundwater at a depth of 19 to 24 feet bgs during drilling. However, the level of groundwater stabilized during drilling at a depth ranging between 9 and 13 bgs. Construction of the proposed project is anticipated to require excavation to a maximum depth of 5 feet for construction of utilities and drainage facilities. Based

[42] State Water Resources Control Board (SWRCB). 2024. *2024 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report)*. December 13. Website: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.waterboards.ca.gov%2Fwater_issues%2Fprograms%2Ftmdl%2F2023_2024state_ir_reports%2Fapx-a-2024-303d-list-final.xlsx&wdOrigin=BROWSELINK (accessed August 2025).

[43] State Water Resources Control Board (SWRCB). 2022. National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ, NPDES No. CAS000002. September 8. Effective September 1, 2023.

on the depth to groundwater at the project site and the maximum depth of excavation, groundwater dewatering is not anticipated to be required during construction.

With compliance with the Construction General Permit, including preparation of a SWPPP and implementation of construction BMPs, impacts associated with the violation of water quality standards or waste discharge requirements during project construction would be less than significant.

Operation. The proposed project would result in the redevelopment of the project site with 29 new residential buildings consisting of approximately 272 new townhome units. Pollutants of concern from long-term operations include pathogens (bacteria/viruses), heavy metals, toxic organic compounds, nutrients, pesticides, sediment/turbidity, trash and debris, and oils and grease. Potential sources of these pollutants associated with the proposed project include:

- **Pathogens:** Sediment and landscaping areas
- **Heavy Metals and Toxic Organic Compounds:** Automobiles and surface parking areas
- **Nutrients:** Fertilizers, sediment, and trash/debris
- **Pesticides:** Landscaping activities
- **Sediment/Turbidity:** Disturbed or unstabilized landscaping areas
- **Trash and Debris:** Landscaping activities, food wrappers, and food wastes
- **Oil and Grease:** Parking areas, parked vehicles, and idling vehicles

Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality.

Project operation and maintenance would be subject to the San Francisco Bay RWQCB's MRP, Order No. R2-2022-0018, as amended by Order No. R2-2023-0019, NPDES Permit No. CAS612008. Provision C.3 of the MRP sets forth appropriate and site-specific source control, site design, and stormwater treatment measures for new and redevelopment projects to address both soluble and insoluble stormwater runoff pollutant discharges and prevent increases in runoff flows from new projects. As provided in the General Plan EIR, in order to comply with Provision C.3 of the MRP, project applicants are required to submit a Stormwater Management Plan (SWMP) with building plans, to be reviewed and approved by the City of Milpitas' Public Works Department, that detail the operation BMPs that would manage and treat stormwater in the post-project condition.

Compliance with the MRP is implemented through Chapter 16, Stormwater and Urban Runoff Pollution Control, of the City's Municipal Code, which requires all that regulated projects design and construct low-impact development (LID), source control, site design, and stormwater treatment measures in order to reduce water quality impacts of urban runoff from the entire project site for the life of the project. In addition, Chapter 16 requires that LID measures be incorporated into all applicable plan documents.

According to the Provision C.3 Data Form prepared for the proposed project, the proposed project is considered a regulated project because it is a redevelopment project that would create and/or replace more than 5,000 square feet of impervious surface (collectively over the entire project site). Regulated projects are required to prepare an SWMP that details the LID, source control, site design,

and stormwater treatment BMPs that would be implemented during operation. Source control BMPs are preventative measures that are implemented to prevent the introduction of pollutants into stormwater. Site design BMPs are stormwater management strategies that emphasize conservation and use of existing site features to reduce the amount of runoff and pollutant loading generated from a project site. Stormwater treatment BMPs are structural BMPs designed to treat and reduce pollutants in stormwater runoff prior to releasing it to receiving waters. Source control BMPs and site design BMPs applicable to the proposed project are detailed in the Provision C.3 Data Form prepared for the proposed project and would include minimizing impervious surfaces; directing runoff to landscaped areas; self-retaining areas; minimizing irrigation, runoff, pesticides, and fertilizers; and good housekeeping practices such as pavement sweeping and catch basin cleaning.

With implementation of the proposed project, the project site would be divided into 58 Drainage Management Areas (DMAs) (DMAs 1 through 57 and DMA 61). In addition, the proposed project would include two off-site DMAs (DMAs 58 and 59), consisting of the sidewalk along South Main Street, and one in-lieu DMA (DMA 60), which would include a portion of South Main Street east of DMA 59. The on-site, off-site, and in-lieu DMAs are depicted on Figure 5. Pursuant to Provision C.3 of the MRP, stormwater from the project site would be directed to proposed bioretention areas and suspended pavement systems located throughout the project site, which would treat stormwater runoff from the project site before it infiltrates the project site. All DMAs except for DMAs 54, 59, and 60 would treat stormwater via bioretention areas located within each DMA. DMAs 54, 59, and 60 would utilize silva cells to treat stormwater. DMAs 18 and 43, which consist of the proposed pocket parks, would act as self-retaining areas, meaning they would be designed to capture and the store stormwater runoff from those portions of the project site. In addition, no stormwater treatment is proposed within DMA 58, which consists of approximately 7,738 square feet of impervious surface area. Instead, DMA 60 would treat stormwater from approximately 7,738 square feet of impervious surface area in lieu of DMA 58. Overflows from the bioretention areas and suspended pavement systems would discharge to Montague Expressway and South Main Street, similar to existing conditions.

With compliance with the MRP and the City's Municipal Code, including preparation of the SWMP and implementation of LID, source control, site design, and stormwater treatment BMPs, implementation of the proposed project would not result in significant impacts associated with the violation of water quality standards or waste discharge requirements during project operation. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

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

Milpitas is underlain by the Santa Clara Valley Groundwater Basin, Santa Clara Subbasin, which encompasses approximately 240 square miles in Santa Clara County. The Santa Clara Subbasin generally occupies a structural trough parallel to the northwest-trending Coast Ranges. The subbasin is bound by the Diablo Range to the west and the Santa Cruz Mountains to the east, and is drained to the north by tributaries to San Francisco Bay, including Coyote Creek, the Guadalupe River, and Los Gatos Creek. The Santa Clara Subbasin has a total estimated storage capacity of 1.9 million acre-

feet; however, only a fraction of this water can be extracted practically using wells and without causing undesirable results like land subsidence and saltwater intrusion. Natural recharge occurs principally as infiltration from streambeds within the drainage basin and from direct percolation of precipitation that falls on the basin floor.[44]

As previously discussed, according to the Preliminary Geotechnical Report, static groundwater was encountered in several of the subsurface explorations. The borings initially encountered groundwater at a depth of 19 to 24 feet bgs during drilling. However, the level of groundwater stabilized during drilling at a depth ranging between 9 and 13 bgs. Construction of the proposed project is anticipated to require excavation to a maximum depth of 5 feet for construction of utilities and drainage facilities. Based on the depth to groundwater at the project site and the maximum depth of excavation, groundwater dewatering is not anticipated to be required during construction. If groundwater is encountered during excavation and groundwater dewatering is required, dewatering would be temporary and would not result in long-term lowering of the groundwater levels. Further, soil compaction would be minimized during construction, which would promote natural infiltration during construction activities. Therefore, construction impacts related to a decrease in groundwater supplies or interference with groundwater recharge in a manner that may impede sustainable groundwater management would be less than significant.

According to the Provision C.3 Data Form prepared for the proposed project, the project site is currently covered by approximately 362,553 square feet of impervious surface area and approximately 125,525 square feet of pervious surface area. With implementation of the proposed project, approximately 358,983 square feet of the project site would be covered by impervious surface area and approximately 129,095 square feet of the project site would be covered by pervious surface area, representing a decrease in impervious surface area of 3,570 square feet. A decrease in impervious surface area at the project site would increase infiltration at the project compared to existing conditions. In addition, the proposed project would include bioretention areas and suspended pavement systems, which would treat stormwater runoff from the project site before it infiltrates the project site. Therefore, operational impacts related to interference with groundwater recharge in a manner that may impede sustainable groundwater management would be less than significant.

The City does not directly provide water service to its residents. Instead, the City purchases treated potable water from the San Francisco Public Utilities Commission (SFPUC) and the Santa Clara Valley Water District (SCVWD). According to SFPUC's 2020 Urban Water Management Plan (UWMP), approximately 85 percent of SFPUC's water supply is obtained from the Tuolumne River and the remaining 15 percent is drawn from local surface waters in the Alameda and Peninsula watersheds.[45] According to SCVWD's 2020 UWMP, water supplies for SCVWD include local surface

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44 California Department of Water Resources (DWR). 2004. *California's Groundwater Bulletin 118 – Santa Clara Valley Groundwater Basin, Santa Clara Subbasin*. February 27. Website: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/2_009_02_SantaClaraSubbasin.pdf (accessed August 2025).

45 San Francisco Public Utilities Commission (SFPUC). 2021. *2020 Urban Water Management Plan for the City and County of San Francisco*. June.

water and groundwater, imported water, and recycled water.[46] However, according to the General Plan EIR, the City's water purchases from SCVWD are currently limited to surface water purchased by SCVWD from the State Water Project and Central Valley Project. As the City's water supply does not use groundwater from the Santa Clara Subbasin for municipal water supply, water use during operation of the proposed project would not affect groundwater. Additionally, on-site groundwater extraction during operation would not occur. Therefore, no depletion of the underlying aquifer would occur during the operational phase of the proposed project. For the reasons listed above, implementation of the proposed project would not result in significant impacts related to the decrease of groundwater supplies or interference with groundwater recharge. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; (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?

Under existing conditions, the project site is covered by approximately 362,553 square feet of impervious surface area and 125,525 square feet of pervious surface area, and is divided into two DMAs. Stormwater within each existing DMA is collected on site and discharged to existing stormwater infrastructure in the surrounding area, including Montague Expressway for DMA 1 and South Main Street for DMA 2. Upon construction of the proposed project, approximately 358,983 square feet of the project site would be covered by impervious surface area and approximately 129,095 square feet of the project site would be covered by pervious surface area, representing a decrease in impervious surface area of 3,570 square feet. With implementation of the proposed project, the project site would be divided into 58 DMAs (DMAs 1 through 57 and DMA 61). In addition, the proposed project would include two off-site DMAs (DMAs 58 and 59), consisting of the sidewalk along South Main Street, and one in-lieu DMA (DMA 60), which would include a portion of South Main Street east of DMA 59. The on-site, off-site, and in-lieu DMAs are depicted on Figure 5.

Stormwater from the project site would be directed to proposed bioretention areas and suspended pavement systems located throughout the project site, which would treat stormwater runoff from the project site before it infiltrates the project site. All DMAs except DMAs 54, 59, and 60 would treat stormwater via bioretention areas located within each DMA. DMAs 54, 59, and 60 would utilize silva cells to treat stormwater. DMAs 18 and 43, which consist of the proposed pocket parks, would act as self-retaining areas, meaning they would be designed to capture and the store stormwater runoff from those portions of the project site. In addition, no stormwater treatment is proposed within DMA 58, which consists of approximately 7,738 square feet of impervious surface area. Instead, DMA 60 would treat stormwater from approximately 7,738 square feet of impervious surface area in lieu of DMA 58. Overflows from the bioretention areas and suspended pavement systems would discharge to Montague Expressway and South Main Street, similar to existing conditions. Overall, due to the reduction of impervious surface area on the project site with

[46] Santa Clara Valley Water District (SCVWD). 2021. *2020 Urban Water Management Plan*. June.

implementation of the proposed project, the impervious drainage area discharging to Montague Expressway and South Main Street would be reduced compared to existing conditions.

Erosion or Siltation. The proposed project would not alter the course of a stream or a river. Site preparation and grading/excavation activities may slightly and temporarily alter on-site drainage; however, the existing drainage patterns would generally be maintained and would not be substantially altered or modified. During construction, excavated soil would be exposed, and there would be increased potential for soil erosion and sedimentation compared to existing conditions. However, the project applicant would be required to obtain coverage under the Construction General Permit, which requires preparation of a SWPPP. The SWPPP would detail erosion control and sediment control BMPs to be implemented during construction to minimize erosion and retain sediment on site. With compliance with the requirements of the Construction General Permit, including implementation of construction BMPs, construction impacts related to substantial soil erosion or the loss of topsoil would be less than significant.

Implementation of the proposed project would result in a decrease in impervious surface area on the project site of 3,570 square feet. The impervious surfaces would not be prone to on-site erosion or siltation because no soil would be included in these areas. The remaining portion of the site would consist of pervious surface area, which would contain landscaping that would minimize on-site erosion and siltation by stabilizing the soil. Therefore, on-site erosion and siltation impacts would be minimal. Additionally, compliance with MRP requirements require applicants to establish and maintain drainage patterns so as to not adversely affect adjacent properties and rights-of-way. For these reasons, potential on- and off-site erosion and siltation impacts would not occur.

Flooding and Flood Flows. According to FEMA Flood Insurance Rate Map Nos. 06085C0067J (effective February 19, 2014)[47] and 06085C0069H (effective May 18, 2009),[48] the entire project site is mapped as within Zone X, Area of Minimal Flood Hazard, and is not within a 100-year flood zone.

As previously discussed, project construction would comply with the requirements of the Construction General Permit, which require preparation of a SWPPP that would specify construction BMPs to control and direct on-site surface runoff to ensure that project construction does not increase the rate or amount of surface runoff or impede or redirect flood flows in manner that would result in on-site or off-site flooding. With implementation of a SWPPP and associated construction BMPs, construction impacts related to a substantial increase in the rate or amount of surface runoff or impeding or redirecting flood flows in a manner that would result in on-site or off-site flooding would be less than significant.

In addition, as indicated above, the proposed project would not alter the course of a stream or river. or increase the amount of impervious surface area on the project site. As such, implementation of the proposed project is not anticipated to increase the volume and rate of stormwater runoff discharged from the project site. Nevertheless, the proposed project would include bioretention

47 Federal Emergency Management Agency (FEMA). 2014. *Flood Insurance Rate Map No. 06085C0067J*. February 19.

48 Federal Emergency Management Agency (FEMA). 2009. *Flood Insurance Rate Map No. 06085C0069H*. May 18.

areas and suspended pavement systems to capture, treat, and infiltrate stormwater runoff consistent with the requirements of the MRP. Compliance with the MRP would ensure that operational activities would not result in a substantial increase in the rate or amount of surface runoff or impede or redirect flood flows in a manner that would result in on- or off-site flooding, and impacts would be less than significant.

Storm Drain Capacity and Polluted Runoff. As described above, project construction would comply with the requirements of the Construction General Permit, which require preparation of a SWPPP that would specify Construction BMPs to control and direct on-site surface runoff to ensure that stormwater runoff from the construction site does not exceed the capacity of the stormwater drainage system and does not discharge polluted runoff during construction activities.

In addition, as previously discussed, stormwater runoff from the project site would be treated by proposed bioretention areas and suspended pavement systems before infiltrating the project site. Proposed DMAs 18 and 43 would act as self-retaining areas, meaning they would be designed to capture and store the stormwater from those portions of the project site. Overflows would be discharged to Montague Expressway and South Main Street, similar to existing conditions. The proposed on-site stormwater facilities (bioretention areas, suspended pavement systems, and self-retaining areas) would be appropriately designed to manage stormwater runoff from the entire project site in accordance with the MRP. In addition, due to the reduction of impervious surface area on the project site with implementation of the proposed project, the impervious drainage area discharging to Montague Expressway and South Main Street would be reduced compared to existing conditions. Further, coordination with the City's Public Works Department in review of the project-specific SWMP would ensure that impacts related to exceedance of storm drain capacity would not occur.

Overall, impacts related to altering the existing drainage pattern of the site or area in a manner which would result in erosion or siltation, flooding, the exceedance of stormwater infrastructure capacity, or additional sources of polluted runoff would be less than significant and have been adequately analyzed in the General Plan EIR.

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

As discussed above, the project site is not within a 100-year flood zone; therefore, there is no risk of pollutants from the project site due to project inundation.

According to the DOC, the project site is not within a tsunami hazard area.[49] In addition, the project site is approximately 14 miles southeast of the San Francisco Bay and 28 miles east of the Pacific Ocean. Therefore, the project site would not be susceptible to inundation from a tsunami.

[49] California Department of Conservation (DOC), California Geologic Survey (CGS). Tsunami Hazard Area Map. Website: https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/ (accessed August 2025).

Seiches are oscillations in enclosed bodies of water that are caused by a number of factors, most often wind or seismic activity. The nearest major water feature is the Calaveras Reservoir, which is approximately 6 miles northeast of the project site. Given the distance of the nearest large standing body of water from the project site, there is minimal risk of a release of pollutants from the project site due to seiche-related flooding.

Because the project site is not located within a 100-year flood zone or a tsunami hazard area, and is located a substantial distance from the San Francisco Bay, the Pacific Ocean, and the nearest body of water, implementation of the proposed project would not result in a flood hazard, tsunami, or seiche risking release of pollutants due to project site inundation. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The project site is within the jurisdiction of the San Francisco Bay RWQCB. The RWQCB adopted a Basin Plan[50] that designates beneficial uses for all surface and groundwater within its jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses. As discussed in detail above in Section 4.10.a, the proposed project would comply with existing NPDES requirements, including the Construction General Permit and the San Francisco Bay RWQCB's MRP, and would implement construction and operational BMPs to reduce pollutants of concern in stormwater runoff. Compliance with these regulatory requirements would ensure that the proposed project would not degrade or alter water quality, cause receiving waters to exceed the water quality objectives, or impair the beneficial use of receiving waters. As such, the proposed project would not result in water quality impacts that would conflict with the RWQCB Basin Plan. Construction and operational impacts related to a conflict with the Basin Plan would not occur.

The Sustainable Groundwater Management Act (SGMA), which was enacted in September 2014, requires governments and water agencies of high- and medium-priority basins to halt overdraft of groundwater basins. The SGMA requires the formation of local Groundwater Sustainability Agencies (GSAs), which are required to adopt Groundwater Sustainability Plans (GSPs) to manage the sustainability of the groundwater basins. The project site is located within the Santa Clara Valley Groundwater Basin, Santa Clara Subbasin, which is identified by the California Department of Water Resources (DWR) as a high-priority basin[51] and is therefore subject to the requirements of SGMA. The SCVWD is the GSA for the subbasin and prepared the 2021 Groundwater Management Plan, which acts as the subbasin's GSP.

As previously discussed, required compliance with existing regulations, including the NPDES Permit requirements, would ensure the protection of groundwater and surface water quality during construction and operation of the project and that the proposed project would not result in impacts

50 San Francisco Bay Regional Water Quality Control Board (RWQCB). 2023. *Water Quality Control Plan (Basin Plan) for the San Francisco Bay Basin, amendments adopted up through March 7, 2023*. March 7.

51 California Department of Water Resources (DWR). n.d. *SGMA Basin Prioritization Dashboard*. Website: gis.water.ca.gov/app/bp-dashboard/final (accessed August 2025).

to surface water and groundwater quality that could result in conflicts with the 2021 Groundwater Management Plan.

In addition, as described above, operation of the proposed project would not involve the use of groundwater for water supply, and groundwater dewatering activities and alteration of impervious surfaces under the project would result in no impacts related to groundwater recharge or groundwater supplies. Therefore, the proposed project would not conflict with or obstruct implementation of the Basin Plan or the GSP for the Santa Clara Subbasin. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

4.10.3 Conclusion

Given the above analysis, development of the proposed project would not change the conclusions of the General Plan EIR and Housing Element Addendum, and there would be **no impact** peculiar to the proposed project or the project site related to hydrology and water quality. Impacts related to hydrology and water quality would remain less than significant, as identified in the General Plan EIR and Housing Element Addendum. No further environmental analysis related to this topic is required pursuant to Sections 15183 and 15162 of the *State CEQA Guidelines*.

4.11 LAND USE AND PLANNING

	Significant Impact Peculiar to Project or Project Site	New or More Severe Significant Impact Not Identified in Prior EIR	New or More Severe Significant Impact due to Substantial New Information	Project Impacts Adequately Analyzed in Prior EIR
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

4.11.1 General Plan EIR Analysis

Section 3.10 of the General Plan EIR analyzed potential impacts related to land use and planning and determined that all impacts related to land use and planning would be less than significant. No mitigation was prescribed. The General Plan EIR determined that land uses allowed under the General Plan provide opportunities for cohesive new growth at infill locations within existing urbanized areas of Milpitas and would not create physical division within the community. In addition, the General Plan does not include any new areas designated for urbanization or new roadways, infrastructure, or other features that would divide existing communities. In addition, Goal LU-5 included in the General Plan aims to ensure that new development is compatible with existing development in order to maintain a high quality of life for residents while supporting successful business operations.

In addition, the General Plan EIR indicated that the General Plan was prepared in conformance with State laws and regulations associated with the preparation of general plans, including requirements for environmental protection. Although the General Plan would require modifications to the City's Zoning Ordinance to provide consistency between the General Plan and zoning, the General Plan EIR determined that these modifications would not remove or adversely modify portions of the City's Municipal Code that were adopted to mitigate an environmental effect. Further, subsequent development and infrastructure projects would be required to be consistent with all applicable policies, standards, and regulations, including land use plans, policies, and regulations adopted to mitigate environmental effects by the City, as well as those adopted by agencies with jurisdiction over components of future development projects.

Section 6.11 of the Housing Element Addendum analyzed potential impacts related to land use and planning with implementation of the Housing Element. The Housing Element Addendum determined that development facilitated by the Housing Element would not exceed the buildout capacity specified in the General Plan EIR. Therefore, implementation of the Housing Element would not result in impacts beyond those addressed or analyzed in the General Plan EIR.

4.11.2 Project Impacts

a) Would the project physically divide an established community?

The project site is located in an urbanized area of Milpitas and is generally surrounded by existing development, including single- and multi-family residential uses, commercial uses, light industrial uses, parks, and institutional uses (schools). Montague Expressway and an existing gas station border the project site to the south, followed by commercial and light industrial uses. The project site is bounded by single-family residential uses to the north and west, and South Main Street borders the project site to the east, followed by single- and multi-family residential and commercial uses. Redevelopment of the project site with the proposed residential buildings would represent a general continuation of the type, scale, and intensity of development within the vicinity of the project site. In addition, the proposed project would not include any modifications to the existing roadways in the vicinity of the project site. As such, the proposed project would not physically divide an established community. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project site is designed as Neighborhood Commercial Mixed Use (NCMU) in the City's General Plan. The NCMU designation is intended to accommodate a mix of commercial and residential uses, with an emphasis on commercial activity as the primary use and residential uses, hotel, and office development allowed on a limited basis.[52] However, in the City's Housing Element update, the project site was identified as a Rezone Site that would allow a maximum density of 30 du/ac. The proposed project would result in a new residential community on the project site at a density of 24.3 du/ac. As such, the proposed project would be consistent with the NCMU General Plan designation and the residential density identified for the project site in the City's Housing Element. The proposed project would also be consistent with applicable General Plan policies, including those discussed throughout this environmental document. In addition, because the proposed project would develop residential uses on the project site, the proposed project would be consistent with the City's Housing Element, which identifies the project site as a Rezone Site for residential development up to 30 du/ac.

The project site is also located within the Mixed-Use (MXD) zoning district. As outlined in Section XI-10-6.01 of the City's Municipal Code, the purpose of the MXD zoning district is to encourage a compatible mix of residential, retail, entertainment, office, and commercial service uses within the framework of a pedestrian-oriented streetscape. It is intended that the residential and commercial use allowed in the MXD district combine to provide for an "around-the-clock environment," with urban open areas (i.e., plazas, squares) that serve multiple purposes and can be used for special

[52] City of Milpitas. 2020. *Milpitas 2040 General Plan, Land Use Element, Figure LU-1: General Plan land Use Map*. August 4.

events.[53] Development standards for the MXD zoning district are specified in the City's Municipal Code.[54]

As the proposed project would develop the project site with residential uses, the proposed project would be consistent with the purpose of the MXD zoning district. In addition, the proposed project would be consistent with the development standards of the MXD zoning district, including development standards related to residential density, setbacks, landscaping, and parking, as provided in the City's prior zoning code.

The proposed project is submitted pursuant to SB 330 and is subject to the modifications and protections of the State Density Bonus Law and the Housing Accountability Act. As such, 15 percent of the proposed units would be built as affordable housing per the City's Affordable Housing Ordinance. The provision of 15 percent affordable housing qualifies the project for one concession and unlimited waivers of development standards, per the State Density Bonus Law, which are to be finalized prior to public hearings to consider project approval.

Therefore, the proposed project would not 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, and the proposed project would have no impact, either individually or cumulatively, related to land use and planning, and this impact has been adequately analyzed in the General Plan EIR.

4.11.3 Conclusion

Given the above analysis, development of the proposed project would not change the conclusions of the General Plan EIR and Housing Element Addendum, and there would be **no impact** peculiar to the proposed project or the project site related to land use and planning. Although the proposed project is submitted pursuant to SB 330 and is subject to the modifications and protections of the State Density Bonus Law and the Housing Accountability Act, which allows the project applicant to request various concessions and waivers related to development standards, the proposed project would meet the requirements of SB 330, the State Density Bonus Law, and the Housing Accountability Act and is therefore entitled to these concessions and waivers. Overall, the proposed project would be consistent with applicant land use plans, policies, and regulations, and impacts related to land use and planning would remain less than significant, as identified in the General Plan EIR and Housing Element Addendum. No further environmental analysis related to this topic is required pursuant to Sections 15183 and 15162 of the *State CEQA Guidelines*.

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53 City of Milpitas. n.d. *Milpitas Municipal Code, Chapter 10, Zoning, Section 6, Mixed Use Zones and Standards.*

54 The City adopted a Comprehensive Zoning Ordinance (CZO) update on September 2, 2025, and became effective on October 2, 2025.The project application was submitted under SB 330; thus, the project is required to comply with the applicable development standards adopted at the time that the SB 330 Preliminary Application was deemed complete on September 3, 2025. Therefore, the project entitlements are subject to the version of the zoning code and development standards in effect in the City's Municipal Code before the CZO became effective on October 2, 2025.

4.12 MINERAL RESOURCES

	Significant Impact Peculiar to Project or Project Site	New or More Severe Significant Impact Not Identified in Prior EIR	New or More Severe Significant Impact due to Substantial New Information	Project Impacts Adequately Analyzed in Prior EIR
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

4.12.1 General Plan EIR Analysis

Section 3.11 of the General Plan EIR analyzed potential impacts related to mineral resources and determined that all impacts related to mineral resources would be less than significant. No mitigation was prescribed. The General Plan EIR indicated that there are four areas, located in the foothills outside the city limits, that have been identified by the State Geologist as containing Regionally Significant Construction Aggregate Resources. These areas are part of the South San Francisco Bay Production-Consumption Region and all are currently being quarried. The General Plan EIR also indicated that future development facilitated by the General Plan on the hillside portions of the planning area could impact resource deposits; however, potential impacts would be considered on a project-specific basis.

Section 6.12 of the Housing Element Addendum analyzed potential impacts related to mineral resources with implementation of the Housing Element. The Housing Element Addendum determined that development facilitated by the Housing Element would not exceed the buildout capacity specified in the General Plan EIR and would be located within the same geographic area as the General Plan (i.e., the planning area). Therefore, implementation of the Housing Element would not result in impacts beyond those addressed or analyzed in the General Plan EIR.

4.12.2 Project Impacts

The project site is located within an urban area on an infill site. The project site is also not within one of the four areas identified in the General Plan EIR as containing Regionally Significant Construction Aggregate Resources, nor is the project located on the hillside portions of the planning area. As such, the proposed project would not result in the loss of availability of a known mineral resource of value to the region or residents of the State or any locally important mineral resource recovery site, and no impact, either individually or cumulatively, related to the loss of mineral resources would occur, and impacts related to mineral resources have been adequately analyzed in the General Plan EIR.

4.12.3 Conclusion

Given the above analysis, development of the proposed project would not change the conclusions of the General Plan EIR and Housing Element Addendum, and there would be **no impact** peculiar to the

proposed project or the project site related to mineral resources. Impacts related to mineral resources would remain less than significant, as identified in the General Plan EIR and Housing Element Addendum. No further environmental analysis related to this topic is required pursuant to Sections 15183 and 15162 of the *State CEQA Guidelines*.

4.13 NOISE

	Significant Impact Peculiar to Project or Project Site	New or More Severe Significant Impact Not Identified in Prior EIR	New or More Severe Significant Impact due to Substantial New Information	Project Impacts Adequately Analyzed in Prior EIR
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

4.13.1 General Plan EIR Analysis

Section 3.12 of the General Plan EIR analyzed potential impacts related to noise with implementation of the General Plan. The General Plan EIR determined that potential impacts related to construction noise, construction and operational vibration, railroad noise, and airport noise would be less than significant with adherence to the following actions and policies contained in the Noise Element:

- **Policy N-1-1:** Consider the noise compatibility of existing and future development when making land use planning decisions. Require development and infrastructure projects to be consistent with the land use compatibility standards contained in Tables N-1 and N-2 to ensure acceptable noise exposure levels for existing and future development.

- **Policy N-1-2:** Require new development to mitigate excessive noise to the standards indicated in Tables N-1 and N-2 through best practices, including building location and orientation, building design features, placement of noise-generating equipment away from sensitive receptors, shielding of noise-generating equipment, placement of noise-tolerant features between noise sources and sensitive receptors, and use of noise-minimizing materials.

- **Policy N-1-3:** Use sound walls for sound attenuation only when other measures are not practical, or when recommended by an acoustical expert as part of a mitigation measure. Sound walls shall be designed to be aesthetically pleasing, and should incorporate features such as vegetation, variations in color and texture, artwork, and other features deemed appropriate by the City.

- **Policy N-1-4:** Ensure that new development does not result in indoor noise levels exceeding 45 dBA Ldn for residential uses by requiring the implementation of construction techniques and noise reduction measures for all new residential development.

- **Policy N-1-5:** Require acoustical studies for new discretionary developments and transportation improvements that have the potential to affect existing noise-sensitive uses such as schools, hospitals, libraries, care facilities, and residential areas; and for projects that would introduce new noise-sensitive uses into an area where existing noise levels may exceed the thresholds identified in this element.

- **Policy N 1-8:** Require construction activities to comply with standard best practices to reduce noise exposure to adjacent sensitive receptors

- **Policy N-1-11:** Require non-transportation related noise from site specific noise sources to comply with the standards shown in Table N-2.

- **Policy N-1-12:** Regulate the effects of operational noise from existing and new industrial and commercial development on adjacent sensitive uses through the enforcement of the City's noise standards (see Title V, Chapter 213 of the Milpitas Municipal Code).

- **Policy N-1-13:** Temporary special events including, but not limited to, festivals, concerts, parades, sporting events, and other similar activities may be allowed to exceed the noise standards established in this element, at the discretion of the City on a case-by-case basis, through issuance of a special event permit (see Title XI, Chapter 10, Section 15 – Special Events of the Milpitas Municipal Code). In an effort to promote safe and comfortable noise levels throughout Milpitas, potential adverse noise impacts to communities adjacent to proposed special event locations will be considered as a part of the permit review process.

- **Policy N-1-14:** Temporary emergency operations or emergency equipment usage authorized by the City shall be exempt from noise standard criteria set by this element.

- **Policy N-2-3:** Consider ground borne vibration and noise nuisance associated with rail operations prior to approving the development of sensitive uses.

- **Action N-1a:** Require that new development projects are reviewed for compliance with the noise requirements established in this element, including the standards established in Tables N-1 and N-2, prior to project approval.

- **Action N-1b:** Require acoustical studies for new development projects which have the potential to generate noise impacts which exceed the standards identified in this element. The studies shall include representative noise measurements, estimates of existing and projected noise levels, and mitigation measures necessary to ensure compliance with the noise standards included in this element. Studies shall be conducted by a qualified acoustical professional.

- **Action N-1c:** Require developers to prepare a construction management/noise mitigation plan that defines best management practices to reduce construction noise, and includes proposed truck routes (that comply with Section 12 V-100-12.05 - Truck Routes of the Milpitas Municipal Code) as part of the entitlement process.

- **Action N-1d:** During the environmental review process, determine if proposed construction will constitute a significant impact on nearby sensitive receptors and, if necessary, require mitigation measures in addition to the standard best practice controls. Suggested best practices for control of construction noise include:

    - Noise-generating construction activities, including truck traffic coming to and from the construction site for any purpose, shall be limited to between the hours of 7:00 am and 7:00 pm. No construction shall occur on National holidays.

    - All equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.

    - The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists.

    - At all times during project grading and construction, stationary noise generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from residences.

    - Unnecessary idling of internal combustion engines shall be prohibited for a duration of longer than five minutes.

    - Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction activities, to the extent feasible.

    - Neighbors located adjacent to the construction site shall be notified of the construction schedule in writing.

    - The construction contractor shall designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall be responsible for determining the cause of the noise complaint (e.g., starting too early, poor muffler, etc.) and instituting reasonable measures as warranted to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

- **Action N-2b:** Review new developments within 100 feet of the rail line to ensure that vibration experienced by residents and sensitive uses would not exceed the Federal Transit Administration guidelines.

However, impacts related to operational traffic noise were determined to be significant and unavoidable, even with implementation of the actions and policies provided above and the following additional actions and policies contained in the Noise Element:

- **Policy N-1-6:** For projects that are required to prepare an acoustical study to analyze noise impacts, the following criteria shall be used to determine the significance of those impacts:

- **Stationary and Non-Transportation Noise Sources**
  - A significant impact will occur if the project results in an exceedance of the noise level standards contained in this element. In instances where the ambient noise level is already above the standards contained in this element, a significant impact will occur if the project will result in an increase in ambient noise levels by more than 3 dB. This does not apply to temporary construction activities.
- **Transportation Noise Sources**
  - Where existing traffic noise levels are 60 dB Ldn or less at the outdoor activity areas of noise-sensitive uses, a +5 dB Ldn increase in roadway noise levels will be considered significant;
  - Where existing traffic noise levels are greater than 60 dB Ldn and up to 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +3 dB Ldn increase in roadway noise levels will be considered significant; and
  - Where existing traffic noise levels are greater than 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a + 1.5 dB Ldn increase in roadway noise levels will be considered significant.

- **Policy N-1-7:** Support noise-compatible land uses along Interstates 680 and 880, Highway 237, and other high-volume roadways.
- **Action N-1e:** Coordinate with Caltrans, VTA, BART, local school districts, Santa Clara County, and the cities of San Jose, and Fremont when necessary, to ensure that these agencies obtain City concurrence prior to initiating or approving any noise generating projects affecting Milpitas.
- **Action N-1f:** Petition State and Regional agencies to install “quiet pavement” materials during roadway improvement and resurfacing activities. Utilize quiet pavement materials on City-owned streets to the greatest extent feasible.
- **Action N-1g:** Develop a prioritization list of City-maintained streets that may be suitable for resurfacing with quiet pavement materials. The list should be developed to reduce roadway noise exposure in areas with excessive roadway noise, and should correspond to City plans to resurface streets that have poor pavement conditions.
- **Action N-1h:** Explore and consider rebate, incentive, and educational opportunities to reduce community noise, while providing co-benefits of community health and environmental stewardship. Programs could include electric lawn and garden equipment upgrade programs, dual pane/noise rated window upgrades, and other appropriate programs which coincide with energy reduction, community health, and sustainability objectives identified by the General Plan, and Climate Action Plan.

- **Action N-1i:** Periodically review and update as necessary Milpitas's Municipal Code to ensure the City's noise goals and priorities of the General Plan are being implemented.

- **Action N-1k:** Update Title V, Chapter 213 – (Noise Abatement) of the Milpitas Municipal Code as necessary to comply with noise standards and criteria set by this element.

Specifically, General Plan Policies N-1-1 and N-1-2 would support noise-compatible land uses in the vicinity of traffic noise sources and require that new development and infrastructure projects be reviewed for consistency with the noise standards. General Plan Policy N 1-2 and Actions N-1a and N-1b would ensure that new development minimizes potential noise impacts through incorporating the noise control treatments necessary to achieve acceptable noise levels. Implementation of the above General Plan policies and actions would reduce noise and land use compatibility impacts from vehicular traffic noise sources and would ensure that new development is designed to include noise-attenuating features. However, the traffic noise increases associated with implementation of the General Plan would still exceed the applicable noise exposure criteria. Therefore, implementation of the General Plan was determined to have a significant and unavoidable impact relative to traffic noise on existing noise-sensitive uses in the city.

Section 6.4 of the Housing Element Addendum analyzed potential impacts related to noise with implementation of the Housing Element. The Housing Element Addendum determined that as future development facilitated by the Housing Element update would be required to comply with federal, State, and local requirements and regulations regarding noise (including General Plan policies and actions), and because development facilitated by the Housing Element would not exceed the buildout capacity specified in the General Plan EIR, implementation of the Housing Element would not result in impacts beyond those addressed or analyzed in the General Plan EIR.

4.13.2 Project Impacts

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a tenfold increase in acoustic energy, while 20 dB is 100 times more intense and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness; and similarly, each 10 dB decrease in sound level is perceived as half as loud. Sound intensity is normally measured through the A-weighted sound level (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements, which better represent how humans are more sensitive to sound at night.

As noise spreads from a source, it loses energy so that the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6 dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise sensitive receptor of concern.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq}, the community noise equivalent level (CNEL), and the day-night average level (L_{dn}) based on dBA. L_{dn}, sometimes denoted as DNL, represents the time varying noise over a 24-hour period, with a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale, but without the adjustment for events occurring during the evening relaxation hours of 7:00 p.m. to 10:00 p.m.

Characteristics of Vibration. Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernible. Typically, there is more adverse reaction to effects associated with the shaking of a building. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as the motion of building surfaces, the rattling of items on shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibration of walls, floors, and ceilings that radiate sound waves. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with both ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 feet from the vibration source, although there are examples of ground-borne vibration causing interference out to distances greater than 200 feet.[55] When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. It is assumed for most projects that the roadway surface will be smooth enough that ground-borne vibration from street traffic will not exceed the impact criteria; however, the construction of the project could result in ground-borne vibration that may be damaging.

Ground-borne vibration has the potential to damage buildings. Although it is very rare for typical construction activities to cause even cosmetic building damage, it is not uncommon for construction processes such as blasting and pile driving to cause vibration of sufficient amplitudes to damage nearby buildings. Ground-borne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). The PPV is used to characterize potential for damage.

Regulatory Framework. The City addresses noise in the Noise Element of the General Plan[56] and in Title V, Chapter 213 of the City's Municipal Code (Noise Ordinance).[57] The Noise Element of the

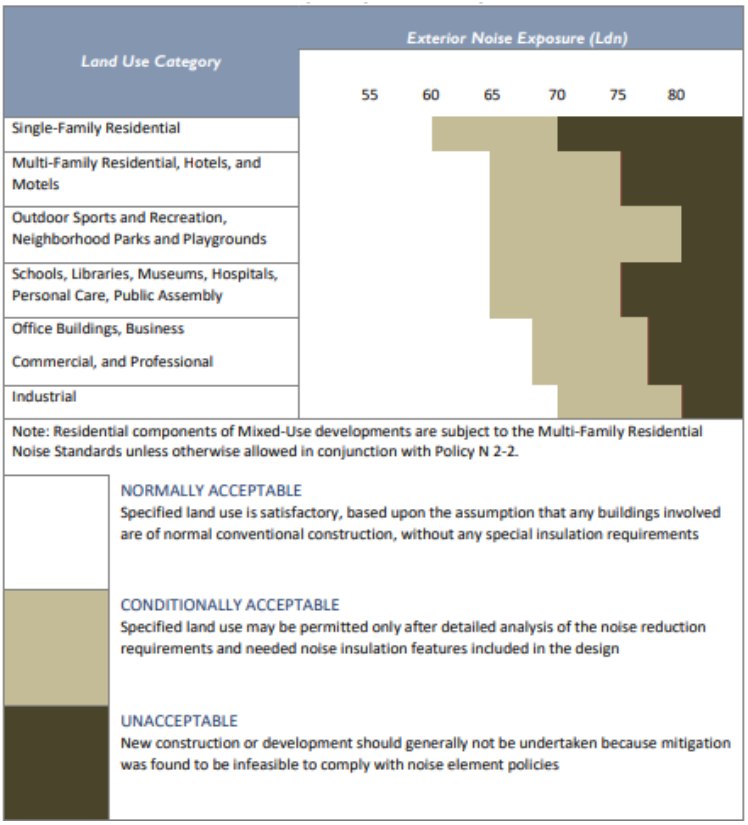
55 California Department of Transportation (Caltrans). 2013. *Caltrans Transportation and Construction Vibration Guidance Manual*. September.

56 City of Milpitas. 2021. *General Plan 2040 City of Milpitas*. March 9.

57 City of Milpitas. 2026. *Milpitas Municipal Code, Title V, Public Health, Safety and Welfare, Chapter 213, Noise Abatement*. February 24.

City's General Plan provides an understanding of existing and future noise conditions within Milpitas, establishes a basis for evaluating potential noise impacts on future development, and includes policy statements to guide public and private planning to attain and maintain acceptable noise levels. The City's Noise Compatibility Standards are shown in Table H. As shown in Table H, the "normally acceptable" noise level for multi-family residential uses is 65 dBA L_{dn}, with a "conditionally acceptable" range between 65 dBA and 75 dBA L_{dn}.

Table H: Land Use Compatibility for Community Exposure



Title V, Chapter 213 of the City's Municipal Code prohibits construction activities outside the hours of 7:00 a.m. to 7:00 p.m. on weekdays and weekends, and on holidays except during emergencies. The noise ordinance also contains residential zone regulations in Section V-213-3(a). The residential zone regulations stipulate that it is unlawful for any person in any residential zone to make or cause any disturbing noise, such as amplified music, horns, or yelling, that increases the ambient noise level by 3 dB or to greater than 65 dB, whichever is more restrictive. The residential zone regulations also stipulate that it is unlawful for any person in a residential zone to make or cause any disturbing noise that is audible during the hours of 10:00 p.m. to 7:00 a.m. from a distance of 50 feet from the property line of the noise source or 100 feet from any non-stationary noise source.

Because the City does not have construction noise level limits, construction noise was assessed using criteria from the *Transit Noise and Vibration Impact Assessment Manual*.[58] Table I shows the Federal Transit Administration's (FTA) Detailed Analysist Construction Noise Criteria based on the composite noise levels per construction phase.

Table I: Detailed Assessment Construction Noise Criteria

Land Use	Daytime 1-hour L_{eq} (dBA)	Nighttime 1-hour L_{eq} (dBA)
Residential	80	70
Commercial	85	85
Industrial	90	90

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

Vibration standards included in the FTA's *Transit Noise and Vibration Impact Assessment*[59] are used in this analysis. The criteria for environmental impact from ground-borne vibration are based on the maximum levels for a single event. FTA guidelines show that a vibration level of up to 0.5 inch per second (in/sec) in PPV is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction building vibration damage criterion is 0.2 in/sec in PPV.

Existing Noise Conditions. Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The project site is surrounded by single-family residential uses to the north and west, South Main Street to the east, and an existing gas station and Montague Expressway to the south.

Existing Ambient Noise Level Measurements. The ambient noise environment in the vicinity of the project site is affected by a variety of noise sources. The major sources of noise are traffic on South Main Street and Montague Expressway. Two long-term (24-hour) noise measurements (LT-1 and LT-2) were conducted on January 12 and 13, 2026, on the project site to establish the existing ambient noise environment on the project site. Data collected during the noise measurements are summarized in Table J. The noise measurements indicate that ambient noise at the project site ranges between 60.1 and 62.4 dBA L_{dn}. The noise measurement locations are shown on Figure 6, and noise measurement sheets are provided in Appendix H.

58 Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual.* September 1.

59 Federal Transit Administration (FTA), Office of Planning and Environment. 2018. *Transit Noise and Vibration Impact Assessment, FTA-VA-90-1003-06*. September.

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LSA

Project Site

Noise Monitoring Locations

FIGURE 6

N

0 100 200

FEET

SOURCE: Nearmap (2/10/2025)

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1601-1765 S Main Street Project

Noise Monitoring Locations

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Table J: Long-Term Ambient Noise Level Measurements

Location	Daytime Noise Levels[1] (dBA L_{eq})	Nighttime Noise Levels[2] (dBA L_{eq})	Daily Noise Level (dBA L_{dn})
LT-1: On a tree near the northern boundary of the project site, approximately 200 feet from the Main Street centerline.	52.4–58.4	49.3–56.8	60.1
LT-2: On a tree near the southwestern boundary of the project site, approximately 350 feet from Montague Expressway	53.2–59.4	51.8–59.5	62.4

Source: Compiled by LSA (2026).
[1] Daytime Noise Levels = noise levels during the hours of 7:00 a.m. to 7:00 p.m.
[2] Nighttime Noise Levels = noise levels during the hours of 10:00 p.m. to 7:00 a.m.
dBA = A-weighted decibels L_{eq}=equivalent continuous sound level
L_{dn} = day-night average noise level

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The following describes how the short-term construction and long-term operational noise impacts of the proposed project would not exceed established thresholds according to the standards set forth above.

Short-Term (Construction) Noise Impacts. Implementation of the proposed project would include construction activities that would result in a substantial temporary increase in ambient noise levels in the vicinity of the project site.

The closest sensitive receptors are the single-family residences adjacent to the northern and western boundaries of the project site (approximately 25 feet). Project construction would result in short-term noise that could affect these receptors. Maximum construction noise would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of noise impacts would generally be from 1 day to several days, depending on the phase of construction. The level and types of noise that would occur during construction are described below.

Short-term noise would occur during demolition, site preparation, grading, building construction, paving, and architectural coating activities. Table K lists typical construction equipment noise levels (maximum instantaneous sound level [L_{max}]) recommended for noise impact assessments, based on a distance of 50 feet between the equipment and a noise receptor (obtained from the Federal Highway Administration [FHWA] Roadway Construction Noise Model). Construction-related short-term noise levels would be higher than existing ambient noise levels currently in the project area but would no longer occur once construction of the project is completed.

Table K: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%)	Maximum Noise Level (L_{max}) at 50 Feet[1]
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Impact Pile Drivers	20	95
Jackhammers	20	85
Pick-up Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Welder	40	73

Source: Roadway Construction Noise Model (FHWA 2006).
Note: Noise levels reported in this table are rounded to the nearest whole number.
[1] Maximum noise levels were developed based on Spec 721.560 from the Central Artery/Tunnel (CA/T) program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.
L_{max} = maximum instantaneous sound level

Two types of short-term noise could occur during construction of the proposed project. The first type involves construction crew commutes and the transport of construction equipment and materials to the site, which would incrementally increase noise levels on roads leading to the site. As shown in Table 4.13.D, there would be a relatively high single-event noise exposure potential at a maximum level of 84 dBA L_{max} with trucks passing at 50 feet.

The second type of short-term noise is related to noise generated during excavation, grading, and construction on the project site. Construction is performed in discrete steps, or phases, each with its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase.

Table K lists maximum noise levels recommended for noise impact assessments for typical construction equipment based on a distance of 50 feet between the equipment and a noise receptor. Typical maximum noise levels range up to 88 dBA L_{max} at 50 feet during the noisiest construction phases. The site preparation phase, including excavation and grading of the site, tends to generate the highest noise levels because earthmoving machinery is the noisiest construction

equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings.

As identified above, the project site is generally surrounded by a mix of residential and commercial uses. The closest sensitive receptors include the residential uses located north and west of the project site, approximately 300 feet from the center of project site. The 300-foot distance would decrease the noise level by approximately 15 dBA compared to the noise level measured at 50 feet from the construction activity. Therefore, the closest off-site receptors may be subject to short-term construction noise levels of 73 dBA L_{eq} when construction is occurring at the center of the project site, and this noise level would be lower than the 80 dBA L_{eq} criteria established by FTA for residential uses. All other receptors are farther away and would be exposed to lower short-term construction noise levels.

Operational Noise Impacts. The proposed project would result in no impacts related to both traffic and stationary noise sources, as discussed below.

- **Traffic Noise Impacts:** Off-site traffic noise impacts would result in a significant impact if traffic noise levels increase by 3 dBA or more over ambient noise levels without the project. As discussed in Section 4.16, Transportation, the proposed project would generate a net decrease of 231 daily trips. A decrease in daily traffic would not generate an increase in noise levels. Therefore, there would be no impact.

- **Stationary-Source Noise Impacts:** Stationary noise sources associated with the proposed project could include HVAC mechanical equipment and typical motor vehicle/parking area activities. The City establishes 55 dBA L_{eq} and 45 dBA L_{eq} as the acceptable daytime and nighttime noise levels at receiving residential land uses, respectively. Daytime is considered to be between the hours of 7:00 a.m. and 10:00 p.m., and nighttime hours are between 10:00 p.m. and 7:00 a.m. It is expected that the proposed HVAC equipment would comply with the City's noise standards and would not substantially increase noise levels over existing conditions. Therefore, there would be no impact.

Based on the analysis above, the proposed project would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the project vicinity in excess of standards established in the local General Plan or Noise Ordinance, or applicable standards of other agencies. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Ground-borne vibration from construction activity has the potential to be high when activities occur near project boundaries but would be mostly low to moderate as activities are more central to the project site.

The roadways surrounding the project area, including South Main Street, Montague Expressway, and the existing driveways, are paved, smooth, and unlikely to cause significant ground-borne vibration. In addition, the rubber tires and suspension systems of buses and other on-road vehicles make it unusual for on-road vehicles to cause ground-borne noise or vibration problems. It is, therefore, assumed that no such vehicular vibration impacts would occur and, therefore, no vibration impact analysis of on-road vehicles is necessary.

The following vibration impact analysis assesses the potential for structural damage using vibration levels in PPV (in/sec), because vibration level in PPV is best used to characterize potential for damage.

Construction Vibration. Construction of the proposed project could result in the generation of ground-borne vibration. The FTA *Transit Noise and Vibration Impact Assessment* guidelines indicate that a vibration level up to 0.5 in/sec in PPV is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster) and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 0.2 in/sec in PPV.

Table L shows the PPV values at 25 feet from a construction vibration source. As shown in Table L, bulldozers and other heavy-tracked construction equipment (except for pile drivers and vibratory rollers) generate approximately 0.089 in/sec PPV of ground-borne vibration when measured at 25 feet, based on the *Transit Noise and Vibration Impact Assessment.* At this level, ground-borne vibration would not cause any damage to the buildings. Construction vibration, similar to vibration from other sources, would not have any significant effects on outdoor activities (e.g., those outside of residences and commercial/office buildings in the project vicinity). Outdoor site preparation for the proposed project is expected to include the use of bulldozers and loaded trucks. The greatest levels of vibration are anticipated to occur during the site preparation phase. All other phases are expected to result in lower vibration levels.

Table L: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_V at 25 feet	
	PPV (in/sec)	L_V (VdB)[a]
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Sources: *Transit Noise and Vibration Impact Assessment* (FTA 2018).
[a] RMS VdB is 1 µin/sec.
µin/sec = micro-inches per second
FTA = Federal Transit Administration
in/sec = inches per second
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity decibels

The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts occur normally within the buildings. The formula for vibration transmission is provided below:

$$L_vdB\ (D) = L_vdB\ (25\ ft) - 30\ Log\ (D/25)$$
$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

For typical construction activity, the equipment with the highest vibration generation potential is the large bulldozer, which would generate 0.089 in/sec PPV at 25 feet. The closest surrounding buildings to the project site include the existing residential buildings, located approximately 25 feet north and west of the project site. The building would experience vibration levels of up to 0.089 PPV (in/sec). This vibration level at the nearest building from construction equipment would not exceed the FTA threshold of 0.2 in/sec PPV for building damage. Although construction vibration levels at the nearest buildings would have the potential to result in annoyance, these vibration levels would no longer occur once construction of the project is completed. Therefore, ground-borne vibration impacts from construction activities associated with the proposed project would not be considered significant. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The project site is not located within the vicinity of a private airstrip. The proposed project site is not within an airport land use plan, or within 2 miles of a public airport or public use airport. The closest airport to the project site is Norman Y. Mineta San José International Airport, located approximately 2.8 miles southwest of the project site. The project site is not within the 65 dBA CNEL noise contours of this or any other airport. [60] Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

4.13.3 Conclusion

Given the above analysis, development of the proposed project would not change the conclusions of the General Plan EIR and Housing Element Addendum, and there would be **no impact** peculiar to the proposed project or the project site related to noise. Impacts related to operational noise would remain less than significant, and impacts related to construction noise would remain significant and unavoidable as identified in the General Plan EIR and Housing Element Addendum. No further environmental analysis related to this topic is required pursuant to Sections 15183 and 15162 of the *State CEQA Guidelines*.

[60] Santa Clara County Airport Land Use Commission. 2016. *Comprehensive Land Use Plan for Norman Y Mineta San José International Airport.* November 16.

4.14 POPULATION AND HOUSING

	Significant Impact Peculiar to Project or Project Site	New or More Severe Significant Impact Not Identified in Prior EIR	New or More Severe Significant Impact due to Substantial New Information	Project Impacts Adequately Analyzed in Prior EIR
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

4.14.1 General Plan EIR Analysis

Section 3.10 of the General Plan EIR analyzed potential impacts related to population and housing and determined that all impacts related to population and housing would be less than significant. No mitigation was prescribed. The General Plan EIR determined that at full buildout, implementation of the General Plan could yield a total of up to 33,401 housing units, a population of 113,530 people, 47,807,536 square feet of non-residential building square footage, and 84,333 jobs within the planning area. This represents development growth over existing conditions of up to 11,186 new housing units, 37,473 people, 19,729,648 square feet of new non-residential building square footage, and 36,795 jobs. However, the General Plan EIR determined that as the General Plan is intended to accommodate the City's fair share of statewide housing needs, and because the General Plan includes policies and actions that would mitigate environmental impacts associated with growth, impacts related to population growth would be less than significant. Therefore, implementation of the General Plan would not displace substantial numbers of existing people or housing.

Section 6.14 of the Housing Element Addendum analyzed potential impacts related to population and housing with implementation of the Housing Element. The Housing Element Addendum determined that development facilitated by the Housing Element would not exceed the buildout capacity specified in the General Plan EIR. Therefore, implementation of the Housing Element would not result in impacts beyond those addressed or analyzed in the General Plan EIR.

4.14.2 Project Impacts

a) Would the project induce substantial 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)?

The project site is currently developed with six office buildings associated with the South Bay Tech Center and does not contain any residential units. The proposed project would result in the development of 29 new residential buildings consisting of approximately 272 new townhome units. As such, implementation of the proposed project would result in an increase in residents at the

project site. Based on an average household size of 2.9 persons per household, the proposed project would result in approximately 789 residents.

As of July 1, 2023, the population in the city was estimated at 77,321.[61] Therefore, implementation of the proposed project and the associated 789 new residents at the project site represents approximately 1 percent of the City's total population. In addition, the General Plan EIR determined that buildout under the General Plan (including the Housing Element) would result in an increase in approximately 37,473 new residents and 11,186 new housing units. Therefore, implementation of the proposed project represents approximately 2 percent of both the population and housing increase anticipated by the General Plan EIR. However, because the project site has also been identified as a Rezone Site in the City's Housing Element, the population increase at the project site has already been considered and analyzed in the Housing Element Addendum and General Plan EIR. Therefore, implementation of the proposed project would not directly induce substantial population growth in the area, and the project is anticipated to serve the City's need for more housing units.

The proposed project is located on an infill site in a mixed-use area and is therefore an appropriate location for new housing. The project does not include construction of additional public infrastructure (e.g., wastewater treatment facilities); therefore, implementation of the proposed project would not indirectly induce substantial population growth in the area. As such, the proposed project would not induce substantial population growth in an area, either directly or indirectly, beyond what was anticipated in the General Plan and Housing Element. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

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

The project site is currently developed with six office buildings and does not contain any residential units. As such, demolition of existing structures and construction of the proposed project would not displace any people or housing. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

4.14.3 Conclusion

Given the above analysis, development of the proposed project would not change the conclusions of the General Plan EIR and Housing Element Addendum, and there would be **no impact** peculiar to the proposed project or the project site related to population and housing. Impacts related to population and housing would remain less than significant, as identified in the General Plan EIR and Housing Element Addendum. No further environmental analysis related to this topic is required pursuant to Sections 15183 and 15162 of the *State CEQA Guidelines*.

[61] United States Census Bureau. 2023. *2023 American Community Survey 1-Year Estimates, Milpitas City, California*. Website: https://data.census.gov/table/ACSDT1Y2023.B01003?q=Milpitas+city,+California&t=Population+Total (accessed August 2025).

4.15 PUBLIC SERVICES AND RECREATION

	Significant Impact Peculiar to Project or Project Site	New or More Severe Significant Impact Not Identified in Prior EIR	New or More Severe Significant Impact due to Substantial New Information	Project Impacts Adequately Analyzed in Prior EIR
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☐	☒
ii. Police protection?	☐	☐	☐	☒
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☒
b. 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?	☐	☐	☐	☒
c. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

4.15.1 General Plan EIR Analysis

Section 3.13 of the General Plan EIR analyzed potential impacts related to public services and recreation. The General Plan EIR determined that all impacts related to public services and recreation would be less than significant, and no mitigation was prescribed. The General Plan EIR determined that future development facilitated by the General Plan would increase demand on fire protection services, police protection services, schools, and parks and recreational facilities, and may require new or expanded service structures (e.g., offices, maintenance and administrative buildings, schools, parks, fire facilities, libraries) to provide for adequate staffing, equipment, and appropriate facilities to serve growth in Milpitas facilitated by the General Plan. Future new or expanded service structures would be evaluated for conformance with the General Plan, Municipal Code, and other applicable regulations; would be analyzed for potential environmental impacts consistent with the requirements of CEQA; and would be reviewed for site-specific impacts.

Compliance with General Plan policies related to fire, police, and school service facilities; Government Code 65995 (b), which requires funding for the provision or expansion of new school facilities to offset impacts from new residential development; and General Plan policies related to the reduction of other environmental impacts (including those discussed throughout this environmental document) would reduce impacts to less than significant.

Section 6.15 of the Housing Element Addendum analyzed potential impacts related to public services with implementation of the Housing Element. The Housing Element Addendum determined that development facilitated by the Housing Element would not exceed the buildout capacity specified in the General Plan EIR. Therefore, implementation of the Housing Element would not result in impacts beyond those addressed or analyzed in the General Plan EIR.

4.15.2 Project Impacts

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: (i) fire protection; (ii) police protection; (iii) schools; (iv) parks; or (v) other public facilities?

Development of the proposed project would result in an increase in the population on the project site (approximately 789 new residents as discussed in Section 4.14, Population and Housing), which would increase the demand on emergency fire services, police protection services, schools, parks, and other public facilities. However, because the increase in population at the project site would be consistent with the population growth anticipated as part of the City's General Plan and Housing Element and future residents are expected to come from the surrounding Milpitas area, the proposed project itself would not result in the need for new or physically altered governmental facilities or a substantial adverse physical impact associated with the provision of additional public services.

In addition, the proposed project would be required to comply with all applicable codes for fire safety and emergency access (including the Uniform Fire Code and applicable sections of the California Health and Safety Code and California Administrative Codes Title 19, Public Safety, and Title 24, Building Standards) and additional review by the Milpitas Fire Department to ensure that appropriate measures are implemented to reduce hazardous conditions at the site and provide for adequate emergency access. Further, the proposed project would be required to pay applicable school impact fees, as required by General Plan Action USC-8C for new development, the funds from which would be directed toward maintaining adequate service levels. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

b) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

As discussed above, development of the proposed project would result in an increase in population on the project site (approximately 789 new residents, as discussed in Section 4.14, Population and Housing), which would increase the demand on existing parks in the vicinity of the project site. However, because the increase in population at the project site would be consistent with the population growth anticipated as part of the City's General Plan and Housing Element and future

residents are expected to come from the surrounding Milpitas area, the proposed project itself would not result in substantial physical deterioration of existing parks. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

c) Would the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

The proposed project does not include the construction of new public recreational facilities. The proposed project would include approximately 40,200 square feet of common open space, including an approximately 12,000-square-foot pocket park at the southern end of the project site, an approximately 5,700-square-foot dog run area at the northern tip of the project site, and an approximately 22,500-square-foot pocket park in the interior of the project site. The pocket park at the southern end of the project site would feature a picnic area, a shaded seating area, and a lawn. The pocket park in the interior of the project site would feature a shaded seating area, a children's play area, a lawn, and games such as ping-pong and corn hole. On-site passive and active recreational facilities would be for use by future residents. In addition, as discussed above, because the increase in population at the project site would be consistent with the population growth anticipated as part of the City's General Plan and Housing Element and future residents/employees are expected to come from the surrounding Milpitas area, the proposed project itself would not require the construction or expansion of existing recreational facilities in the city. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

4.15.3 Conclusion

Given the above analysis, development of the proposed project would not change the conclusions of the General Plan EIR and Housing Element Addendum, and there would be **no impact** peculiar to the proposed project or the project site related to public services. Impacts related to public services would remain less than significant, as identified in the General Plan EIR and Housing Element Addendum. No further environmental analysis related to this topic is required pursuant to Sections 15183 and 15162 of the *State CEQA Guidelines*.

4.16 TRANSPORTATION

	Significant Impact Peculiar to Project or Project Site	New or More Severe Significant Impact Not Identified in Prior EIR	New or More Severe Significant Impact due to Substantial New Information	Project Impacts Adequately Analyzed in Prior EIR
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d. Result in inadequate emergency access?	☐	☐	☐	☒

4.16.1 General Plan EIR Analysis

Section 3.14 of the General Plan EIR analyzed potential impacts related to transportation. While the General Plan EIR determined that impacts related to conflict with a program, plan, ordinance or policy addressing the circulation system, hazards, and emergency access would be less than significant, the General Plan EIR determined that implementation of the General Plan would be inconsistent with *State CEQA Guidelines* Section 15064.3, subdivision (b), and VMT impacts would be significant and unavoidable.

The General Plan contains policies and actions related to the development of a multimodal transportation network. These policies support and help further the implementation of a variety of City transportation plans, including the Bikeway Master Plan and the Trails Master Plan. These policies also seek to minimize the negative impacts that improvements to one mode may have on other modes. Through implementation of the policies and actions included in the General Plan, the General Plan EIR determined that implementation of the General Plan would result in a less than significant impact related to conflict with a program, plan, ordinance, or policy addressing the circulation system. In addition, as implementation of the General Plan does not result in any modifications to the transportation network, it would have no impact in terms of potentially increasing hazards related to design features or inadequate access. At such time as the facilities presented in the plan are implemented, they would be required to meet applicable City, federal, and State design standards to ensure less than significant impacts.

The General Plan EIR determined that VMT generated by the residential development associated with the General Plan would constitute a less than significant impact; however, VMT impacts associated with employment-based uses allowed by the General Plan would be considered significant and unavoidable. The General Plan includes policies to reduce VMT to the extent feasible. These policies primarily reduce employment-based VMT, where the significant impacts would occur, although some policies pertain to residential VMT as well. Transportation demand management (TDM) strategies would be promoted citywide, with an emphasis on implementing measures

through large employers, the setting where there is the greatest potential to reduce vehicle trips. However, even with compliance with General Plan policies to reduce VMT, impacts would still be significant and unavoidable.

Section 6.17 of the Housing Element Addendum analyzed potential impacts related to transportation with implementation of the Housing Element. The Housing Element Addendum determined that development facilitated by the Housing Element would not exceed the buildout capacity specified in the General Plan EIR. Therefore, implementation of the Housing Element would not result in impacts beyond those addressed or analyzed in the General Plan EIR.

4.16.2 Project Impacts

The analysis in this section is based in part on the VMT and Trip Generation Memorandum prepared by Hexagon Transportation Consultants, Inc.[62] for the proposed project (Appendix I).

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

The following includes an evaluation of the proposed project's potential to conflict with applicable programs, plans, ordinances, and policies addressing the circulation system, including the City's Trail, Pedestrian, and Bicycle Master Plan,[63] which was adopted in May 2022 as an update to the City's Bikeway Master Plan and the Trails Master Plan. The section begins with a description of the proposed project's trip-generating potential, compared to existing conditions, followed by an analysis of potential impacts to transit, bicycle, pedestrian, and roadway facilities.

Trip Generation. Trip generation is the process of estimating the number of vehicles that would likely access the project site. Trip generation data for the proposed project were estimated using the data and methodology published by the Institute of Transportation Engineers (ITE) in the Trip Generation Manual, 11th Edition, for Single Family Attached Housing and Business Park.

Table M summarizes the trip generation for the proposed project based on the ITE methodology. As shown in Table M, it is estimated that the proposed project would generate a net decrease of approximately 231 daily trips, including a net decrease of approximately 107 a.m. peak-hour and 60 p.m. peak-hour trips.

Transit Facilities. The proposed project would have a significant impact related to transit facilities if it would conflict with the goals and policies related to transit use in the City's General Plan, Circulation Element. In particular, the proposed project would result in a conflict if it would discourage people from using transit or decrease transit efficiency.

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62 Hexagon Transportation Consultants, Inc. 2025. *VMT and Trip Generation Review for 1601 South Main Street Residential.* July 18.

63 City of Milpitas. 2021. *The City of Milpitas Trail, Pedestrian, and Bicycle Master Plan*. June.

Table M: Project Trip Generation

Land Use	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Existing Trip Generation									
Business Park	176,000	sf	2,189	202	36	238	56	159	215
Project Trip Generation									
Single Family Attached Housing	272	du	1,958	33	98	131	91	64	155
Net Trips (Project – Existing)			**(231)**	**(169)**	**62**	**(107)**	**35**	**(95)**	**(60)**

Source: Hexagon Transportation Consultants, Inc (2025).

[1] Trip rates from the Institute of Transportation Engineers *Trip Generation* Manual, 11th Edition (ITE 2021).
Land Use 215 – Single Family Attached Housing
Land Use 770 – Business Park

du = dwelling unit
sf = square feet

Transit in the project vicinity includes the bus transit service provided by the VTA, including Line 66, which provides service along South Main Street, and Lines 60, 77, and 20, which provide service along Montague Expressway.[64] The closest bus stop is at South Main Street and Cedar Way, located approximately 130 feet north of the project site. In addition, the BART Milpitas Transit Center is approximately 0.6 mile northeast of the project site. Implementation of the proposed project is expected to increase the use of transit services in the project area. However, future residents at the project site are expected to come from the surrounding Milpitas area and likely already utilize transit service. Therefore, this minimal increase would not have a substantial effect on the efficiency of the VTA bus service.

Bicycle Facilities. The proposed project would have a significant impact to bicycle facilities if it conflicted with the goals and policies related to bicycle use in the City's Trail, Pedestrian, and Bicycle Master Plan. In particular, the proposed project would result in a conflict if it would impair the implementation of any planned bicycle boulevards, result in street design that would be unsafe for bicyclists, or discourage bicycle use in the vicinity of the project site.

Bicycle access to the proposed project is provided through the City's bicycle network. The City's Trail, Pedestrian, and Bicycle Master Plan identifies Montague Expressway and South Main Street as VTA Cross-Country Bikeway Corridors and South Main Street as a Class II Bike Lane. In addition, the City's Trail, Pedestrian, and Bicycle Master Plan identifies Montague Expressway as a planned Class I Paved Shared Use Path and South Main Street as a planned Class IV: Cycle Track. The proposed project would provide a total of 24 secure bicycle parking spaces for the proposed residential uses. The proposed project would also not modify any surrounding roadways and would not prevent the existing or planned use of the bike lanes along Montague Expressway and South Main Street or other bicycle boulevards in the city. Therefore, the proposed project would have a less than significant impact related to bicycle facilities.

[64] Santa Clara Valley Transportation Authority (VTA). Maps. Website: https://www.vta.org/go/maps (accessed July 2025).

Pedestrian Facilities. The proposed project would have a significant impact to pedestrian facilities if it would conflict with the goals and policies related to bicycle use in the City's Trail, Pedestrian, and Bicycle Master Plan. In particular, the proposed project would result in a conflict if it would discourage walking in commercial districts, result in street design that would be unsafe for pedestrians, or discourage walking in the vicinity of the project site.

The project site is served by existing sidewalks along Montague Expressway and South Main Street. Pedestrians would access the project site from both Montague Expressway and South Main Street, and the anticipated new pedestrian trips generated by the proposed project would be accommodated on the existing facilities serving the project site. In addition, the existing pedestrian facilities would be maintained. Therefore, the proposed project would have a less than significant impact related to pedestrian safety or facilities.

Roadways. Pursuant to SB 743, described in Section 4.16.b, level of service (LOS) or other measures of automobile delay can no longer be used to identify significant impacts under CEQA. Therefore, the following summary of the proposed project's effects on roadway operations is provided for informational purposes only.

Regional vehicular access to the project site is provided by I-880 via Montague Expressway. Local access is provided via South Main Street and Montague Expressway. There are no proposed changes to existing public roadways or transportation-related infrastructure. Therefore, and due to the relatively small nature of the proposed project and the net decrease in trips to and from the project site with implementation of the proposed project, the proposed project is not anticipated to result in significant impacts on surrounding roadway facilities.

Based on the analysis above, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

b) Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?

On September 27, 2013, California Governor Jerry Brown signed SB 743 into law and started a process that changed the way transportation impact analysis is conducted as part of CEQA compliance. These changes included the elimination of automobile delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts under CEQA. According to SB 743, these changes are intended to "more appropriately balance the needs of congestion management with Statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions."

In December 2018, the Governor's Office of Planning and Research (OPR), now called the Office of Land Use and Climate Innovation (LCI), completed an update to the *State CEQA Guidelines* to implement the requirements of SB 743. The *State CEQA Guidelines* state that VMT must be the metric used to determine significant transportation impacts and require all lead agencies in California to use VMT-based thresholds of significance in CEQA documents published after July 1, 2020.

The OPR Guidelines recommend developing screening criteria for development projects that meet certain criteria that can readily lead to the conclusion that they would not cause a significant impact on VMT. The OPR Guidelines also recommend evaluating VMT impacts using an efficiency-based version of the metric, such as VMT per resident for residential developments and/or VMT per worker for office or other employment-based developments. The City's VMT Policy is described in the City of Milpitas Transportation Analysis Guidelines.[65] The policy defines the process by which to determine a project's impact on VMT. The process entails first conducting a screening analysis for the project. This is performed to determine whether the project can be screened out from further analysis based on project characteristics that in and of themselves are presumed to benefit VMT. If the project cannot be screened out, then its impacts on VMT need to be evaluated by means of a detailed VMT analysis.

VMT Assessment. According to the VMT and Trip Generation Memorandum prepared by Hexagon Transportation Consultants, Inc. (Appendix I),[66] the proposed project's VMT was evaluated based on its location. As discussed in the memorandum, the project site is located within a low-VMT zone due to its proximity to the Milpitas Transit Center and complementary land uses. The proposed project is therefore considered to have an average VMT that is 15 percent or more below the regional average. This assessment was also confirmed using the Santa Clara County VMT Evaluation Tool. Therefore, the VMT and Trip Generation Memorandum determined that implementation of the proposed project would not result in a significant VMT impact. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

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

There are no proposed changes to existing public roadways or transportation-related infrastructure. The proposed project would be accessed via two entry/exit driveways on South Main Street and an EVA driveway on Montague Expressway, and proposed drive aisles would be constructed throughout the project site to provide access to the residential buildings and townhome units. The proposed driveways and internal circulation system would be designed to meet City standards to avoid hazards due to design features. As such, the proposed project would not have a significant impact on hazards due to a design feature or incompatible use. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

d) Would the project result in inadequate emergency access?

There are no proposed changes to existing public roadways or transportation-related infrastructure, and project construction would not require the closure of roads or redirection of traffic. During project construction, emergency access would be maintained. In addition, emergency vehicles would access the proposed project via an EVA driveway on Montague Expressway, which would be designed to accommodate emergency vehicles. Further, the proposed internal circulation system would be designed to meet City standards and would be reviewed by the Milpitas Fire Department

65 City of Milpitas. 2022. *City of Milpitas Transportation Analysis Guidelines*. March.

66 Hexagon Transportation Consultants, Inc. 2025. *VMT and Trip Generation Review for 1601 South Main Street Residential*. July 18.

to ensure adequate emergency access. As such, the proposed project would not result in a significant impact on emergency access. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

4.16.3 Conclusion

Given the above analysis, development of the proposed project would not change the conclusions of the General Plan EIR and Housing Element Addendum, and there would be **no impact** peculiar to the proposed project or the project site related to transportation. Impacts related to transportation would remain less than significant and significant and unavoidable, as identified in the General Plan EIR and Housing Element Addendum. No further environmental analysis related to this topic is required pursuant to Sections 15183 and 15162 of the *State CEQA Guidelines*.

4.17 TRIBAL CULTURAL RESOURCES

	Significant Impact Peculiar to Project or Project Site	New or More Severe Significant Impact Not Identified in Prior EIR	New or More Severe Significant Impact due to Substantial New Information	Project Impacts Adequately Analyzed in Prior EIR
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or	☐	☐	☐	☒
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

4.17.1 General Plan EIR Analysis

Section 3.5 of the General Plan EIR analyzed potential impacts related to Tribal cultural resources and determined that potential impacts on Tribal cultural resources would be less than significant. No mitigation was prescribed. As part of preparation pf the General Plan EIR, the City sent SB 18 Tribal consultation letters to eight Tribal Organizations, including the NAHC, Amah Mutsun Tribal Band, Amah Mutsun Tribal Band of Mission San Juan Bautista, Indian Canyon Mutsun Band of Costanoan, Muwekma Ohlone Indian Tribe of the San Francisco Bay Area, North Valley Yokuts, Ohlone Indian Tribe, and Milpitas Historical Society via certified mail. Regarding Tribal consultation pursuant to AB 52, City staff noted that no Tribes have requested the City notify them through a formal notification process of proposed projects requiring the preparation of a negative (mitigated) declaration or EIR; therefore, no AB 52 Tribal notification letters were sent out for the General Plan update.

No mitigation measures were prescribed because future development would be subject to existing regulations and the policies and actions contained in the City's General Plan, including those listed in Section 4.5, Cultural Resources, of this environmental document.

Section 6.18 of the Housing Element Addendum analyzed potential impacts related to Tribal cultural resources with implementation of the Housing Element. As part of preparation of the Housing Element Addendum, the City sent letters to nine Tribal Organizations pursuant to SB 18, including the Amah Mutsun Tribal Band, Amah Mutsun Tribal Band of Mission San Juan Bautista, Indian

Canyon Mutsun Band of Costanoan, Muwekma Ohlone Indian Tribe of the San Francisco Bay Area, North Valley Yokuts, Ohlone Indian Tribe, Wuksache Indian Tribe/Eshom Valley Band, Confederated Villages of Lisjan, and Tamien Nation. The Housing Element Addendum indicated that previously unidentified Tribal cultural resources within Milpitas were identified during consultation; however, the Housing Element update would not result in increased impacts to potential Tribal cultural resources beyond those identified in the General Plan EIR. In addition, future development facilitated by the Housing Element Update would be required to comply with applicable State regulations, including the City's Municipal Code and General Plan policies and actions.

4.17.2 Project Impacts

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe

The City participated in Tribal consultation as part of the General Plan EIR and Housing Element Addendum. As such, no further Tribal consultation is required for the proposed project.

As described in Section 4.5, Cultural Resources, no archaeological resources have been identified at the project site, and the nearest prehistoric resource is redeposited midden sediment approximately 0.25 mile from the project site. As such, implementation of the proposed project is not anticipated to impact Tribal cultural resources. However, if significant archaeological deposits were unearthed during project construction, a substantial adverse change in the significance of a historical resource would occur from its demolition, destruction, relocation, or alteration such that the significance of the resource would be materially impaired (*State CEQA Guidelines* Section 15064.5(b)(1)). However, the proposed project would be required to comply with Action CON 4b, as detailed in Section 4.5, Cultural Resources, which requires work stoppage in the event that a significant historic or prehistoric archaeological artifact is uncovered and that a buffer of 100 feet be established until the resource can be examined by a qualified archaeologist or historian for appropriate protection and preservation measures.

With implementation of the appropriate procedures required by Action CON 4b as specified in COA CUL-1 for the treatment of archaeological resources and deposits, impacts to archaeological deposits and human remains that may qualify as Tribal cultural resources would not occur. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

4.17.3 Conclusion

Given the above analysis, development of the proposed project would not change the conclusions of the General Plan EIR and Housing Element Addendum, and there would be **no impact** peculiar to the proposed project or the project site related to Tribal cultural resources. Impacts on Tribal cultural resources would remain less than significant as identified in the General Plan EIR and Housing Element Addendum. No further environmental analysis related to this topic is required pursuant to Sections 15183 and 15162 of the *State CEQA Guidelines*.

4.18 UTILITIES AND SERVICE SYSTEMS

	Significant Impact Peculiar to Project or Project Site	New or More Severe Significant Impact Not Identified in Prior EIR	New or More Severe Significant Impact due to Substantial New Information	Project Impacts Adequately Analyzed in Prior EIR
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

4.18.1 General Plan EIR Analysis

Section 3.15 of the General Plan EIR analyzed potential impacts related to utilities and service systems. The General Plan EIR determined that all impacts to utilities and service systems would be less than significant, and no mitigation was prescribed. The General Plan EIR indicated that future development under the General Plan would result in increased population and employment growth and would require utility service and connections for water supply, wastewater conveyance, and stormwater conveyance, as well as telecommunications, electricity, and natural gas. The General Plan EIR also indicated that existing utility systems for wastewater, stormwater, electric power, natural gas, and telecommunications facilities in Milpitas have sufficient capacity to serve future development. Although the increase in population and employment under the General Plan would result in a corresponding increase in the demand for water supplies, the General Plan EIR determined that the City would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

Further, development facilitated by the General Plan was determined to not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure. In addition, the General Plan EIR determined that implementation of the General Plan would not impair the attainment of solid waste reduction goals and would comply with federal, State, and local statutes and regulations related to solid waste. In addition, as future development and infrastructure projects are considered by the City, each project would be evaluated for conformance with the General Plan, the Municipal Code, and other applicable regulations.

Section 6.19 of the Housing Element Addendum analyzed potential impacts related to utilities and service systems with implementation of the Housing Element. The Housing Element Addendum determined that development facilitated by the Housing Element would not exceed the buildout capacity specified in the General Plan EIR. Therefore, implementation of the Housing Element would not result in impacts beyond those addressed or analyzed in the General Plan EIR.

4.18.2 Project Impacts

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

Because the City's Housing Element EIR identified the project site as a Rezone Site for residential development, development at the project site and the associated increase in demand on utility infrastructure at the project site has already been considered and analyzed in the General Plan EIR and Housing Element Addendum. The proposed project would connect to existing water delivery and sanitary sewer systems within the vicinity of the project site, including existing water and wastewater lines in Montague Expressway and South Main Street, and it is anticipated that the existing infrastructure would have sufficient capacity to support project water and wastewater flows.

As discussed in Section 4.10, Hydrology and Water Quality, the proposed project would result in an overall decrease in impervious surface area of 3,570 square feet. In addition, pursuant to Provision C.3 of the MRP, stormwater from the project site would be directed to proposed bioretention areas and suspended pavement systems located throughout the project site, which would treat stormwater runoff from the project site before it infiltrates the project site. All DMAs except for DMAs 54, 59, and 60 would treat stormwater via bioretention areas located within each DMA. DMAs 54, 59, and 60 would utilize silva cells to treat stormwater. DMAs 18 and 43, which consist of the proposed pocket parks, would act as self-retaining areas, meaning they would be designed to capture and the store stormwater runoff from those portions of the project site. In addition, no stormwater treatment is proposed within DMA 58, which consists of approximately 7,738 square feet of impervious surface area. Instead, DMA 60 would treat stormwater from approximately 7,738 square feet of impervious surface area in lieu of DMA 58. Overflows from the bioretention areas and suspended pavement systems would discharge to Montague Expressway and South Main Street, similar to existing conditions. Because the discharge of stormwater to the existing stormwater infrastructure in the surrounding area would be less than pre-project conditions, no new or expanded stormwater infrastructure would be required.

The project site is currently served by electrical and telecommunications facilities. Therefore, because the proposed project would consist of infill development on a previously developed site that is currently served by utilities, the expansion of electrical or telecommunications facilities would not be required. In addition, the proposed building would be designed to be all electric and therefore would not include the use of any traditional gas systems or facilities.

Based on the analysis above, the proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric

power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

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

Because the City's Housing Element identified the project site as a Rezone Site for residential development, development at the project site and the associated increase in water demand at the project site have already been considered and analyzed in the Housing Element Addendum and General Plan EIR. Water service at the project site and in the project area is provided by the Santa Clara Valley Water District (Valley Water). According to the 2020 UWMP, Valley Water supplies include local surface water and groundwater, imported water, and recycled water.[67] Average daily water demand within the Valley Water service area is projected to be 325,000 acre-feet in 2030, 330,000 acre-feet in 2035, 335,000 acre-feet in 2040, and 345,000 acre-feet in 2045.[68]

The proposed project would redevelop the project site with 29 new residential buildings consisting of approximately 272 new townhome units. As discussed in Section 4.14, Population and Housing, the proposed project would result in approximately 789 new residents at the project site. According to the USEPA, a single person uses approximately 82 gallons per day (gpd) of water at home.[69] Therefore, implementation of the proposed project is anticipated to require approximately 64,698 gpd of water. This accounts for less than 0.1 percent of Valley Water's projected service-wide daily water demand for 2030. Furthermore, Valley Water's projected water demand accounts for projected growth within the region as identified by the Association of Bay Area Governments (ABAG). Because the proposed project would be consistent with the General Plan and Zoning designations for the project site, water demand associated with the project site has been accommodated in Valley Water's supply and demand projections. Lastly, the 2020 UWMP has determined that sufficient supplies exist to meet projected water demands in normal, single-dry, and multiple-dry (five-year drought) scenarios over the next 30 years. Therefore, sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development during normal, dry and multiple dry years. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

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

Because the City's Housing Element identified the project site as a Rezone Site for residential development, development at the project site and the associated increase in demand on wastewater service at the project site has already been considered and analyzed in the Housing Element Addendum and General Plan EIR. In Milpitas, sanitary sewage flows through the City's

67 Santa Clara Valley Water District (Valley Water). 2021. *2020 Urban Water Management Plan*. June.

68 Ibid.

69 United States Environmental Protection Agency (USEPA). n.d. *WaterSense, Statistics and Facts.* Website: https://www.epa.gov/watersense/statistics-and-facts (accessed August 2025)

collection system to the San Jose-Santa Clara Regional Wastewater Facility (RWF) for treatment and disposal. According to the General Pan EIR, RWF has a wastewater treatment capacity of 167 mgd and current flows to the plant are approximately 110 mgd.

The proposed project would connect to the existing utility infrastructure in the surrounding area, including existing wastewater lines in Montague Expressway and South Main Street. In the absence of an official wastewater generation rate, wastewater can be reasonably assumed to be 90 percent of water use. As such, the proposed project is estimated to generate approximately 58,228 gpd. Based on this estimate, the proposed project would contribute less than 0.1 percent of the current wastewater flows of the RWF. Therefore, the RWF has adequate capacity to serve the proposed project's projected wastewater treatment demand in addition to the provider's existing commitments. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The City has a franchise agreement for solid waste services with Milpitas Sanitation. In general, waste from the City is hauled to the GreenWaste San Jose Material Recovery Facility, which processes solid waste and diverts recyclable and compostable (organic) materials, before disposing solid waste at the Kirby Canyon Landfill. Construction waste generated in the city is hauled to the GreenWaste Zanker Resource Recovery Facility. The GreenWaste Zanker Resource Recovery Facility processes solid waste, diverts recyclable and recoverable materials, and transfers residual waste to the Kirby Canyon Landfill. The GreenWaste San Jose Material Recovery Facility is permitted to process a maximum of 3,500 tons of solid waste per day[70] and the GreenWaste Zanker Resource Recovery Facility is permitted to process a maximum of 1,800 tons of solid waste per day.[71] The Kirby Canyon Landfill accepts a maximum of 2,600 tons of solid waste per day, and as of March 2025, had a remaining capacity of 10,400,000 cubic yards. The maximum permitted capacity is 36,400,000 cubic yards, and the facility is anticipated to reach full capacity by 2059.[72]

The project site is currently developed with the South Bay Tech Center, which consists of six office buildings. Implementation of the proposed project would include the demolition of the existing structures, thereby generating demolition waste. All demolition and construction waste would be hauled to the GreenWaste Zanker Resource Recovery Facility where demolition debris would be recycled consistent with State requirements, including diverting at least 65 percent of construction

70 California Department of Resources Recycling and Recovery (CalRecycle). *Solid Waste Information System (SWIS), SWIS Facility/Site Activity Details, Greenwaste Recovery Facility (43-AN-0019).* Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1379?siteID=3402 (accessed April 2026).

71 CalRecycle. *Solid Waste Information System (SWIS), SWIS Facility/Site Activity Details, Zanker Material Processing Facility (43-AN-0001).* Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1360?siteID=3386 (accessed April 2026).

72 CalRecycle. *Solid Waste Information System (SWIS), SWIS Facility/Site Activity Details, Kirby Canyon Solid Waste Landfill (43-AN-0008)*. Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1370?siteID=3393 (accessed May 2026).

waste (recycling and reuse). The GreenWaste Zanker Resource Recovery Facility is split between two sites. Currently, Site 1 (located at 705 Los Esteros Road in San Jose) diverts approximately 93.03 percent of construction waste and Site 2 (located at 675 Los Esteros Road in San Jose) diverts approximately 80.23 percent of construction waste.

According to the General Plan EIR, in 2018, the City's number of pounds of solid waste disposed per person per day was 4.1 for its general population, meeting the State's goal for the community of 6.3 pounds. Using this estimate, the proposed project is anticipated to generate an estimated 3,235 pounds of solid waste per day. This estimate accounts for less than 0.1 percent of the maximum solid waste accepted per day by both the GreenWaste San Jose Material Recovery Facility and the Kirby Canyon Landfill. This increase in solid waste would be negligible compared to the maximum allowable capacity per day for the GreenWaste San Jose Material Recovery Facility and the Kirby Canyon Landfill. As such, the project would be served by a landfill with sufficient capacity to accommodate the project's waste disposal needs. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

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

Refer to Section 4.18.d, above. The proposed project would comply with all federal, State, and local solid waste statutes and/or regulations related to project solid waste. Impacts would be less than significant and have been adequately analyzed in the General Plan EIR.

4.18.3 Conclusion

Given the above analysis, development of the proposed project would not change the conclusions of the General Plan EIR and Housing Element Addendum, and there would be **no impact** peculiar to the proposed project or the project site related to utilities and service systems. Impacts related to utilities and service systems would remain less than significant, as identified in the General Plan EIR and Housing Element Addendum. No further environmental analysis related to this topic is required pursuant to Sections 15183 and 15162 of the *State CEQA Guidelines*.

4.19 WILDFIRE

	Significant Impact Peculiar to Project or Project Site	New or More Severe Significant Impact Not Identified in Prior EIR	New or More Severe Significant Impact due to Substantial New Information	Project Impacts Adequately Analyzed in Prior EIR
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

4.19.1 General Plan EIR Analysis

Section 3.16 of the General Plan EIR analyzed potential impacts related to wildfire. The Housing Element EIR determined that all impacts related to wildfire would be less than significant, and no mitigation was identified. The General Plan EIR indicated that the General Plan and General Plan Land Use Map do not designate any new urban uses in the areas designated as High Fire Hazard Severity Zones (HFHSZs). Therefore, the General Plan EIR determined that General Plan implementation would not exacerbate wildfire risks in HFHSZs; therefore, these impacts would be less than significant.

Although road and infrastructure improvements would occur to accommodate the new growth envisions under the General Plan and the development of such infrastructure may increase wildfire risks in the affected areas, infrastructure required to serve development allowed under the General Plan would generally be located in and along established City roadways and would be located in areas that are already urbanized and currently served by infrastructure. As such, implementation of the General Plan would not exacerbate wildfire risks. In addition, future projects are not anticipated to remove or impede evacuation routes and would be required to adhere to any federal and State regulations, including the CBC, the California Fire Code, PRC Sections 4292 and 4293, and CCR Title 14, Section 1104.1(d). Future development would also be required to comply with General Plan actions and policies, the Zoning Ordinance, and the City's Municipal Code, including Title V, Public Health, Safety and Welfare (Chapter 300, Fire Code).

Section 6.20 of the Housing Element Addendum analyzed potential impacts related to wildfire with implementation of the Housing Element. The Housing Element Addendum determined that development facilitated by the Housing Element would not exceed the buildout capacity specified in

the General Plan EIR, nor would it site new residential development in areas designated as High FHSZs. Therefore, implementation of the Housing Element would not result in impacts beyond those addressed or analyzed in the General Plan EIR.

4.19.2 Project Impacts

The project site is on an infill site surrounded by development in an urban area of Milpitas. The project site is not within a Very High Fire Hazard Severity Zones (VHFHSZ) or a State Responsibility Area for fire service[73] and, as described in Section 4.9, Hazards and Hazardous Materials, would not impair the implementation of, or physically interfere with, an adopted emergency response plan. The proposed project would not exacerbate wildfire risks and therefore would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. In addition, the proposed project would not require the installation or maintenance of associated infrastructure and would not expose people or structures to significant risks as a result of post-fire slope instability or drainage and runoff changes. As such, no impact either individually or cumulatively related to wildfire would occur, and impacts related to wildfire have been adequately analyzed in the General Plan EIR.

4.19.3 Conclusion

Given the above analysis, development of the proposed project would not change the conclusions of the General Plan EIR and Housing Element Addendum, and there would be **no impact** peculiar to the proposed project or the project site related to wildfire. Impacts related to wildfire would remain less than significant, as identified in the General Plan EIR and Housing Element Addendum. No further environmental analysis related to this topic is required pursuant to Sections 15183 and 15162 of the *State CEQA Guidelines*.

[73] California Department of Forestry and Fire Protection (CAL FIRE). 2023. *Fire Hazard Severity Zones in State Responsibility Area. September 29. Effective April 1, 2024*. Website: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008 (accessed June 21, 2024).

5.0 CEQA GUIDELINES SECTION 15183 ANALYSIS

5.1 CEQA GUIDELINES SECTION 15183 (PROJECTS CONSISTENT WITH A COMMUNITY PLAN, GENERAL PLAN, OR ZONING)

The discussion in this section confirms that the proposed project has been evaluated for significant impacts pursuant to CEQA and that no new information of substantial importance meeting the criteria listed in *State CEQA Guidelines* Section 15183 has been identified. Under *State CEQA Guidelines* Section 15183, the determination is that the proposed project's impacts have been considered in the General Plan EIR and the Housing Element Addendum that were reviewed and certified by the City, and that the General Plan EIR and subsequent Housing Element Addendum provide a sufficient and adequate analysis of the environmental impacts of the proposed project.

A. The project would be consistent with the land uses, densities, and other zoning and development standards set forth in the General Plan EIR.

The project site is designed as NCMU in the City's General Plan. The project site is also located within the MXD zoning district and has been identified as a Rezone Site in the City's Housing Element.

As discussed in Section 4.11, Land Use and Planning, the proposed project would be consistent with applicable General Plan policies and the NCMU General Plan land use designation for the project site, and would be consistent with the purposes of the MXD zoning district. In addition, the proposed project would be consistent with the development standards of the MXD zoning district, including development standards related to residential density, setbacks, landscaping, and parking, with approval of various waivers and concessions pursuant to the State Density Bonus Law. In addition, because the proposed project would develop residential uses on the project site, the proposed project would be consistent with the City's Housing Element, which identifies the project site as a Rezone Site for residential development up to 30 du/ac.

The General Plan EIR and Housing Element Addendum analyzed impacts at a programmatic level and do not consist of specific projects. The overall use and intent of the proposed project would be consistent with the vision and intent of the General Plan and Housing Element, which were evaluated in the General Plan EIR and Housing Element Addendum. The proposed project would not require major revisions to the General Plan EIR or Housing Element Addendum, and the proposed project would not result in any new impacts that would require additional mitigation measures.

B. There are no peculiar impacts associated with the project or the project site.

Pursuant to *State CEQA Guidelines* Section 15183(b)(1), this section presents a summary of the examination included in Section 4.0, demonstrating that the project would not result in environmental effects that are peculiar to the project or the project site. If no additional mitigation measures are required to reduce project-specific impacts to a less than significant level other than those required in the prior EIR, then a *State CEQA Guidelines* Section 15183 exemption applies.

Construction and operational impacts of the proposed project would be the same as or similar to those impacts identified in the General Plan EIR and Housing Element Addendum for all resource topics discussed in Section 4.0. For resource topics with significant and unavoidable impact conclusions in the General Plan EIR (e.g., transportation), the proposed project would not contribute to these impacts as these impacts were associated with commercial developments. No mitigation measures were prescribed in the General Plan EIR. Therefore, no mitigation measures would be applicable to the proposed project. The proposed project would not result in any new or more severe impacts that would require additional mitigation measures. Therefore, the proposed project would not change the conclusions of the General Plan EIR and Housing Element Addendum, and there would be no impacts peculiar to the project or the project site.

C. The proposed project would not result in any environmental effects that were not in a prior EIR.

Pursuant to *State CEQA Guidelines* Section 15183(b)(2), as demonstrated in the analysis provided in Section 4.0, the proposed project would not result in any environmental effects that were not analyzed as significant effects in the General Plan EIR and Housing Element Addendum.

The General Plan EIR determined that growth and development under the General Plan would result in less than significant impacts for all issue areas except for impacts related to transportation (VMT). As discussed in Section 4.16, Transportation, implementation of the proposed project would not result in a significant VMT impact and would therefore not contribute any new or more severe impacts related to VMT than those identified in the General Plan EIR.

As discussed in Section 4.3, Air Quality, Section 4.4, Biological Resources, Section 4.5, Cultural Resources, Section 4.7, Geology and Soils, and Section 4.9, Hazards and Hazardous Materials, the proposed project would be required to adhere to Project Specific COA AIR-1, COA BIO-1, COA CUL-1, COA PAL-1, and COA HAZ-1 to address potential impacts related to construction air quality emissions, nesting birds, the unanticipated discovery of cultural and paleontology resources, and onsite hazardous soil conditions, respectively. COA AIR-1 requires the proposed project to comply with the Air District's emission standards, consistent with General Plan Policy CON 7-4, and would ensure that construction equipment includes the appropriate emission standards and filtering systems to reduce emissions to below the Air District's thresholds. COA BIO-1 requires a preconstruction activity survey for nesting birds prior to construction activities occurring during the nesting bird season, and would ensure compliance with the Migratory Bird Treaty Act and Section 3503 of the Fish and Game Code related to the protection of sensitive biological resources and nursery sites that could be affected during tree removal activities, consistent with General Plan Action CON-3b. COAs CUL-1 and PAL-1 require work stoppage in the event that a significant historic or prehistoric archaeological artifact or paleontological resource is uncovered during project construction and that a buffer of 100 feet be established until the resource can be examined by a qualified archaeologist, historian, or paleontologist for appropriate protection and preservation measures, consistent with General Plan Action CON 4b. COA HAZ-1 requires the preparation of an SMP that includes soil management procedures in the event that visual or olfactory evidence of affected soil is encountered and protocols for

characterization of excess soil generated during redevelopment activities for off-site disposal or reuse, consistent with General Plan Action SA-5a. However, because the General Plan EIR discussed potential impacts relating to construction emissions, potential impacts on nesting birds and unknown cultural and paleontological resources during construction activities, and potential impacts related to hazardous site conditions, and concluded that compliance with the current Air District basic control measures for reducing construction (General Plan Policy CON 7-4), General Plan policies/actions, including General Plan Actions CON-3b, CON 4b, and SA-5a, and existing regulations including the Migratory Bird Treaty Act would ensure impacts would be less than significant, potential impacts related to these issues associated with implementation of the proposed project would not be new impact requiring and would not require new mitigation.

Overall, because potential impacts related to construction air quality emissions, construction impacts on biological resources, construction impacts on unknown cultural resources, construction impacts on unknown paleontological resources, and impacts related to hazardous soils conditions were discussed in the General Plan EIR and were found to be less than significant with adherence to existing regulations and General Plan policies/actions, and because the proposed project would adhere to General Plan Policy CON 7-4, General Plan Action CON-3b, General Plan Action CON 4b, and General Plan Action SA-5a, the proposed project's potential impact related to these issues would not be considered a new environmental impact that was not identified in a prior EIR. Furthermore, because COA AIR-1, COA BIO-1, COA CUL-1, COA PAL-1, and COA HAZ-1 require compliance with existing policies and regulations, they are not considered mitigation measures.

Therefore, implementation of the proposed project would not result in any environmental effects that were not in a prior EIR.

D. The proposed project would not result in any new environmental effects due to potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR.

Pursuant to *State CEQA Guidelines* Section 15183(b)(3), this section presents a summary of the examination included in Section 4.0, demonstrating that the project would not result in any environmental effects that are potentially significant off-site impacts and cumulative impacts that were not discussed in the General Plan EIR and Housing Element Addendum.

Chapter 4.0 of the General Plan EIR analyzed potential cumulative impacts related to all environmental issue areas. As discussed in Chapter 4.0, all potential impacts would be less than cumulatively considerable, except for those related to noise and transportation. Specifically, the General Plan EIR determined that impacts related to operational traffic noise and VMT impacts would be cumulatively considerable, even with implementation of the actions and policies provided in the General Plan. No additional feasible mitigation was identified and the General Plan EIR did not identify any significant off-site impacts.

As previously discussed, implementation of the proposed project would not contribute any new or more severe impacts related to operational traffic noise and VMT. Therefore, implementation of the proposed project would not increase significant off-site or cumulative impacts. Further, the proposed project would not contribute significantly to public utility demand, traffic, air

quality, or GHG emissions, given that the proposed project would be required to comply with the policies and actions detailed in the General Plan and discussed in the General Plan EIR during construction and operation of the proposed project.

E. The proposed project would not result in any new environmental effects as a result of substantial new information which was not known at the time the General Plan EIR was certified, which would result in more severe adverse impacts than discussed in the General Plan EIR.

Pursuant to *State CEQA Guidelines* Section 15183(b)(4), this section demonstrates that the proposed project would not result in any new environmental effects as a result of substantial new information that was not known at the time the General Plan EIR and Housing Element Addendum were certified.

The General Plan EIR was certified on March 9, 2021, and the Housing Element Addendum was certified on June 18, 2023. Updated planning documents, including ordinances, that were adopted by the City after General Plan EIR and Housing Element Addendum certification do not provide substantial new information that was not known at the time the EIR was certified. Additionally, the proposed project would comply with all updated regulations, such as building codes, zoning amendments, and any other updates to the zoning code, as required by the City. Since no substantial new information not known at the time of the General Plan EIR and Housing Element Addendum is available, no updated analyses or other studies are required for the proposed project.

6.0 CEQA GUIDELINES SECTION 15162 ANALYSIS

6.1 CEQA GUIDELINES SECTION 15162 (SUBSEQUENT OR SUPPLEMENTAL EIR)

The discussion in this section confirms that the proposed project has been evaluated for significant impacts pursuant to CEQA and that no new information of substantial importance meeting the criteria listed in *State CEQA Guidelines* Section 15162 has been identified. Under *State CEQA Guidelines* Section 15162, the determination is that the proposed project's impacts have been considered in the General Plan EIR and the Housing Element Addendum that were reviewed and certified by the City, and that the General Plan EIR and subsequent Housing Element Addendum provide a sufficient and adequate analysis of the environmental impacts of the proposed project.

A. "Substantial Changes in the Project" Standard

Pursuant to *State CEQA Guidelines* Section 15162(a)(1), this section presents a discussion of whether the proposed project constitutes a substantial change in the project analyzed in the General Plan EIR and Housing Element Addendum that would require major revisions to the General Plan EIR and Housing Element Addendum due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

As discussed in Section 4.11, Land Use and Planning, the proposed project would be consistent with applicable General Plan policies and the General Plan land use designation for the project site, and would be consistent with the purposes of the project site's zoning districts. In addition, the proposed project would be consistent with the development standards of those zoning districts with approval of various waivers and concessions pursuant to the State Density Bonus Law. In addition, because the proposed project would develop residential uses on the project site, the proposed project would be consistent with the City's Housing Element, which identifies the project site as a Rezone Site for residential development up to 30 du/ac.

The General Plan EIR and Housing Element Addendum analyzed impacts at a programmatic level and do not consist of specific projects. The overall use and intent of the proposed project would be consistent with the vision and intent of the General Plan and Housing Element, which were evaluated in the General Plan EIR and Housing Element Addendum. The proposed project would not require major revisions to the General Plan EIR or Housing Element Addendum, and the proposed project would not result in any new impacts that would require additional mitigation measures.

B. "Substantial Changes in the Circumstances" Standard

Pursuant to *State CEQA Guidelines* Section 15162(a)(2), this section presents a discussion of whether changes to the project site or the vicinity (environmental setting) have occurred after certification of the General Plan EIR and Housing Element Addendum that would result in new significant impacts or a substantial increase in the severity of a previously identified significant impact that were not evaluated and mitigated by the General Plan EIR and Housing Element Addendum.

As shown on Figure 2, the project site is located in an urbanized area of Milpitas and is generally surrounded by existing development, including single- and multi-family residential uses, commercial uses, light industrial uses, parks, and institutional uses (schools). This area of the city is substantially developed and has been in this developed state since preparation of the General Plan EIR in 2021. As such, no changes to the project site or the vicinity (environmental setting) have occurred since certification of the General Plan EIR that would result in new significant impacts or a substantial increase in the severity of a previously identified significant impact that were not evaluated and mitigated by the General Plan EIR. In addition, the project site was identified as a Rezone Site in the City's Housing Element, which indicates that the City assumes the project site would be developed with residential uses.

In addition, one of the requirements of CEQA is the examination of whether a proposed project would conflict with existing plans and regulations, including the General Plan, zoning regulations, and other planning documents. Inconsistencies may suggest that a project would have environmental effects that have not been identified in advance and for which planning or analysis have not occurred. As discussed above, the proposed project would be consistent with the City's General Plan and zoning designations for the site pursuant to the State Density Bonus Law. No amendments to the General Plan or zoning designations would be required.

Based on the above, no substantial change in circumstances at the project site or in the surrounding area has occurred that would result in new significant impacts or substantially more severe impacts from what has been anticipated for the project site in the General Plan EIR.

C. "New Information of Substantial Importance" Standard

Pursuant to *State CEQA Guidelines* Section 15162(a)(3), this section includes a discussion of whether there is new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the General Plan EIR and Housing Element Addendum were certified. New information of substantial importance includes: (1) one or more significant effects not discussed in the General Plan EIR and Housing Element Addendum; (2) significant effects previously examined that are substantially more severe than shown in the General Plan EIR and Housing Element Addendum; (3) 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 (4) mitigation measures or alternatives that are considerably different from those analyzed in the General Plan EIR and Housing Element Addendum would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The General Plan EIR was certified on March 9, 2021, and the Housing Element Addendum was certified on June 18, 2023. Updated planning documents, including ordinances, that were adopted by the City after General Plan EIR and Housing Element Addendum certification do not provide substantial new information that was not known at the time the EIR was certified. Additionally, the proposed project would comply with all updated regulations, such as building codes, zoning amendments, and any other updates to the Zoning Code, as required by the City.

Since no substantial new information not known at the time of the General Plan EIR and Housing Element Addendum is available, no updated analyses or other studies are required for the proposed project.

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APPENDIX A

CALEEMOD OUTPUT SHEETS

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APPENDIX B

CONSTRUCTION HEALTH RISK ASSESSMENT (HRA)

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APPENDIX C

PRELIMINARY GEOTECHNICAL REPORT

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APPENDIX D

CLIMATE ACTION PLAN (CAP) CONSISTENCY CHECKLIST

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APPENDIX E

PHASE I ENVIRONMENTAL SITE ASSESSMENT (PHASE I ESA)

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APPENDIX F

PHASE II ENVIRONMENTAL SITE ASSESSMENT (PHASE II ESA)

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APPENDIX G

PROVISION C.3 DATA FORM

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APPENDIX H

NOISE MEASUREMENT SHEETS

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APPENDIX I

VMT AND TRIP GENERATION MEMORANDUM

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Attachment C

Exhibit 3 to the Resolution: CEQA Exemption Supporting Technical Studies

1601-1765 S. Main St. Project – Environmental Checklist

CEQA Guidelines Sections 15183 and 15162 Consistency Analysis

Appendix A – CalEEMod Output Sheets

Appendix B – Construction Health Risk Assessment (HRA)

Appendix C – Preliminary Geotechnical Report

Appendix D – Climate Action Plan (CAP) Consistency Checklist

Appendix E – Phase I Environmental Site Assessment (Phase I ESA)

Appendix F – Phase II Environmental Site Assessment (Phase II ESA)

Appendix G – Provision C.3 Data Form

Appendix H – Noise Measurement Sheets

Appendix I – Vehicle Miles Traveled (VMT) and Trip Generation Memorandum

CONSTRUCTION NOTE:
DURING CONSTRUCTION OF THE PROPOSED PROJECT, THE PROJECT CONTRACTOR SHALL ENSURE ALL OFF-ROAD DIESEL-POWERED CONSTRUCTION EQUIPMENT OF 50 HORSEPOWER OR MORE USED FOR THE PROJECT CONSTRUCTION MEETS, AT A MINIMUM, THE CALIFORNIA AIR RESOURCES BOARD'S TIER 2 EMISSIONS STANDARDS EQUIPPED WITH LEVEL 3 DIESEL PARTICULATE FILTERS OR THE EQUIVALENT.

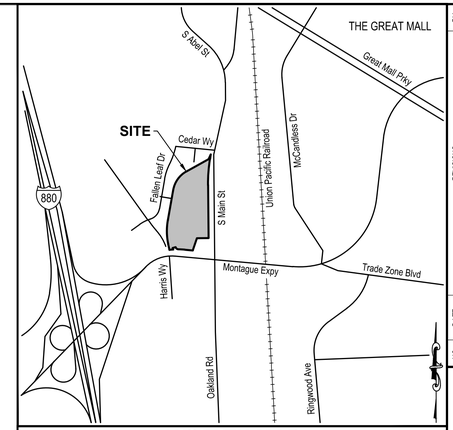
1601-1765 SOUTH MAIN STREET

APN: 083-40-044

272 CONDOMINIUM UNITS

ABRIDGED VERSION FOR SB1214 ONLY





VICINITY MAP
NOT TO SCALE

NOTES

OWNER: INTELLI LLC AND KHUYEN TAM DO

DEVELOPER: PULTE HOME COMPANY, LLC
4511 WILLOWROAD, SUITE 8
PLEASANTON, CA 95035
(925) 249-3200

ENGINEER: CIVIL ENGINEERING ASSOCIATES, INC.
28 RAILWAY AVENUE
CAMPBELL, CA 95110
(408) 453-1066

PROPERTY ADDRESS: 1601-1765 SOUTH MAIN STREET
MILPITAS, CA 94536

1. EXISTING & PROPOSED ZONING: MXD (MIXED USE)
2. EXISTING & PROPOSED GENERAL PLAN DESIGNATION: NCMU (NEIGHBORHOOD COMMERCIAL MIXED USE)
3. PROPOSED USE: 272 CONDOMINIUM UNITS
   102 3-STORY TOWNHOME CONDO UNITS
   170 4-STORY STACKED CONDO UNITS
4. PROPOSED IMPROVEMENTS:
   CONSTRUCT: NEW BUILDINGS, PARKING, SIDEWALKS, DRAINAGE SYSTEM, STORMWATER TREATMENT AREAS, SANITARY SEWER LINE
5. THE SUBJECT PROPERTY IS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, 06085C0067J, DATED FEBRUARY 19, 2014 AND 06085C0069H, DATED MAY 18, 2009, AS BEING LOCATED IN FLOOD ZONE "X (SHADED)".
   ZONE X (SHADED): AREAS OF 0.2% ANNUAL CHANCE FLOOD.
6. ASSESSOR'S PARCEL NO.: 083-40-044
7. ONSITE STORM SEWER WILL BE PRIVATELY OWNED AND MAINTAINED BY OWNER. OFFSITE STORM SEWER TO BE MAINTAINED BY THE CITY OF MILPITAS.
8. WATER TO BE PROVIDED BY CITY OF MILPITAS.
9. SANITARY SEWER TO BE PROVIDED BY CITY OF MILPITAS.
10. FIRE PROTECTION IS TO BE PROVIDED BY CITY OF MILPITAS.
11. GAS AND ELECTRIC IS TO BE PROVIDED BY PG&E.
12. TOTAL AREA: 11.205 ACRES
13. APPROXIMATE DENSITY: 24.3 DU/AC (272 UNITS/11.205 AC)
14. PARKING: SEE PARKING TABLE BELOW

PARKING TABLE

NOTE: THE PROJECT REQUESTS THE USE OF CALIFORNIA DENSITY BONUS LAW PARKING REQUIREMENTS FOR REDUCED PARKING COUNT AND FOR THE ALLOWANCE OF ADDITIONAL TANDEM PARKING.

UNCOVERED PARKING: 93 STALLS
- 59 STANDARD STALLS
- 9 STANDARD EV STALLS
- 1 VAN ACCESSIBLE EV STALL
- 3 STANDARD ADA STALLS
- 1 VAN ACCESSIBLE ADA STALL
- 20 COMPACT STALLS (20/93 = 22%, 40% MAX PER MUNI CODE)

COVERED PARKING: 544 STALLS
- 460 TANDEM GARAGE PARKING (85%)

BICYCLE PARKING: 34

DEVELOPMENT STATISTICS TABLE	
11.20	GROSS AREA (AC)
51	MAX BUILDING HEIGHT (FT)
4	MAX BUILDING STORY
272	NUMBER OF UNITS (DU)
24.3	APPROXIMATE DENSITY (DU/AC)
488,078	TOTAL DISTURBED AREA
362,553	EXISTING IMPERVIOUS AREA
125,525	EXISTING PERVIOUS AREA
354,085	PROPOSED IMPERVIOUS AREA
133,993	PROPOSED PERVIOUS AREA

REQUIRED COVERED PARKING PER MUNICIPAL CODE

COVE TOWNHOMES (3-STORY)

PLAN TYPE	BEDROOM COUNT	COVERED SPACES REQUIRED	COVERED SPACES PROVIDED	TOTAL NUMBER OF UNITS	TOTAL SPACES REQUIRED	TOTAL SPACES PROVIDED	TANDEM GARAGE?
PLAN 1A	2	2	2	7	14	14	YES
PLAN 1AX	2	2	2	4	8	8	YES
PLAN 2A	2	2	2	11	22	22	YES
PLAN 3A	2	2	2	38	76	76	YES
PLAN 4A	3	2	2	21	42	42	NO
PLAN 5A	3	2	2	10	20	20	NO
PLAN 5X	3	2	2	7	14	14	NO
PLAN 6A	3	2	2	4	8	8	NO
			TOTALS	102	204	204	120

VERA TOWNHOMES (4-STORY)

PLAN TYPE	BEDROOM COUNT	COVERED SPACES REQUIRED	COVERED SPACES PROVIDED	TOTAL NUMBER OF UNITS	TOTAL SPACES REQUIRED	TOTAL SPACES PROVIDED	TANDEM GARAGE?
PLAN 1A	2	2	2	9	18	18	YES
PLAN 1X	2	2	2	9	18	18	YES
PLAN 1Y	2	2	2	4	8	8	YES
PLAN 2A	3	2	2	34	68	68	YES
PLAN 3A	3	2	2	8	16	16	YES
PLAN 4A	3	2	2	22	44	44	YES
PLAN 5A	3	2	2	12	24	24	YES
PLAN 5B	3	2	2	4	8	8	YES
PLAN 5C	3	2	2	18	36	36	YES
PLAN 6A	3	2	2	8	16	16	YES
PLAN 7A	3	2	2	8	16	16	YES
PLAN 7B	3	2	2	8	16	16	YES
PLAN 7C	3	2	2	18	36	36	YES
PLAN 8A*	4	3	2	2	6	4	YES
PLAN 8X*	4	3	2	4	12	8	YES
PLAN 8Y*	4	3	2	2	6	4	YES
			TOTALS	170	348	340	340

*NOTE: PLAN 8'S HAVE AN OPTIONAL 4TH BEDROOM WHICH HAVE BEEN ASSUMED ABOVE

COVERED PARKING COMBINED TOTALS	272	552	544	460

GUEST PARKING REQUIREMENT PER MUNI CODE

GUEST PARKING	
TOTAL REQ'D GUEST PARKING PER MUNI CODE = 20% x (204+348)	110.4
TOTAL GUEST PARKING PROVIDED (UNCOVERED)	93

COMPACT PARKING STALLS	
COMPACT / TOTAL (20/93)	22%

REQUIRED PARKING PER STATE DENSITY BONUS LAW

GUEST PARKING (TOWNHOMES AND STACKED TOWNHOMES)		
2 & 3 BEDROOM UNITS = 1.5 x (102+162)		396
4 BEDROOM UNITS = 2.5 x 8		12
	TOTAL	408

NOTE: STATE DENSITY BONUS LAW REQUIRES 1.5 TOTAL SPACES / 2 & 3 BEDROOM UNIT AND 2.5 TOTAL SPACES / 4 BEDROOM.

SUMMARY: THE PROJECT REQUESTS THE USE OF CALIFORNIA DENSITY BONUS LAW PARKING REQUIREMENTS FOR REDUCED PARKING COUNT AND FOR THE ALLOWANCE OF ADDITIONAL TANDEM PARKING.
637 = TOTAL PARKING PROVIDED (204+340+93)

TANDEM SPACES	
TANDEM / TOTAL (460/544)	85%

SETBACKS

(SEE THE DEVELOPMENT STANDARD TABLE ON SHEET C1.2 FOR ALL OF THE REQUIRED AND PROPOSED SETBACKS)

LEGEND

- BOUNDARY LINE
- RIGHT-OF-WAY
- LOT LINE
- EXISTING LOT LINE

SHEET INDEX

CIVIL
C1.1 COVER SHEET
C1.2 CONSTRUCTION NOTES
C2.1 EXISTING CONDITIONS
C2.2 DEMOLITION PLAN
C3.1 SITE PLAN
C3.2 SITE PLAN
C3.3 BMR CALCULATIONS PLAN
C4.1 GRADING & DRAINAGE PLAN
C4.2 GRADING & DRAINAGE PLAN
C5.1 UTILITY PLAN
C5.2 UTILITY PLAN
C6.1 STORMWATER MANAGEMENT PLAN
C6.2 STORMWATER MANAGEMENT PLAN
C6.3 SWMP DETAILS
C6.4 SWMP DETAILS
C7.1 SOLID WASTE HANDLING PLAN
C7.2 SOLID WASTE HANDLING PLAN
C8.1 FIRE TRUCK ACCESS
C8.2 FIRE TRUCK ACCESS
TM1 EXISTING PROPERTY BOUNDARY
TM2 PROPOSED PROPERTY BOUNDARY
TM3 PROPOSED PROPERTY BOUNDARY

ARCHITECTURAL - 3 STORY CONDOS
A0.00 ARCHITECTURAL COVER SHEET
A0.10 BUILDING CODE SUMMARY
A0.11 BUILDING AND DWELLING UNIT AREA SUMMARY
A0.12 TRAVEL DISTANCE EXHIBIT
A0.13 TRAVEL DISTANCE EXHIBIT
A0.14 BUILDING AREA MODIFICATIONS
A0.40 ARCHITECTURAL SITE PLAN
A1.10 BUILDING TYPE 100 FIRST FLOOR COMPOSITE PLAN
A1.11 BUILDING TYPE 100 SECOND AND THIRD FLOOR COMPOSITE PLAN
A1.12 BUILDING TYPE 100 ROOF PLAN
A1.13 BUILDING TYPE 100 EXTERIOR ELEVATIONS
A1.13R BUILDING TYPE 100 EXTERIOR ELEVATIONS REFERENCES
A1.20 BUILDING TYPE 200 FIRST FLOOR COMPOSITE PLAN
A1.21 BUILDING TYPE 200 SECOND AND THIRD FLOOR COMPOSITE PLAN
A1.22 BUILDING TYPE 200 ROOF PLAN
A1.23 BUILDING TYPE 200 EXTERIOR ELEVATION
A1.23R BUILDING TYPE 200 EXTERIOR ELEVATION REFERENCES
A1.30 BUILDING TYPE 300 FIRST FLOOR COMPOSITE PLAN
A1.31 BUILDING TYPE 300 SECOND AND THIRD FLOOR COMPOSITE PLAN
A1.32 BUILDING TYPE 300 ROOF PLAN
A1.33 BUILDING TYPE 300 EXTERIOR ELEVATION
A1.33R BUILDING TYPE 300 EXTERIOR ELEVATION REFERENCES
A1.33D BUILDING TYPE 300 EXTERIOR ELEVATION 3D VIEW
A1.41 BUILDING TYPE 300 BUILDING SECTIONS
A1.42 UNIT SECTIONS
A2.03 DOOR & WINDOW NOTES
A2.10 UNIT PLAN 1A/1AX & 2A FIRST, SECOND & THIRD FLOOR PLANS
A2.11 UNIT PLAN 1A & 2A FIRST FLOOR PLAN
A2.30 UNIT PLAN 3A FIRST, SECOND & THIRD FLOOR PLANS & OPTIONS
A2.40 UNIT PLAN 4A FIRST, SECOND & THIRD FLOOR PLANS & OPTIONS
A2.50 UNIT PLAN 5A FIRST, SECOND & THIRD FLOOR PLANS & OPTIONS
A2.60 UNIT PLAN 6A FIRST, SECOND & THIRD FLOOR PLANS & OPTIONS

ARCHITECTURAL - 4 STORY CONDOS
A0.00 ARCHITECTURAL COVER SHEET
A0.10 BUILDING CODE SUMMARY
A0.11 BUILDING CODE SUMMARY: RATING OF STRUCTURAL MEMBERS
A0.12 BUILDING AND DWELLING UNIT AREA SUMMARY & CALCULATIONS
A0.13 TRAVEL DISTANCE EXHIBIT
A1.11 BUILDING TYPE 400 FIRST & SECOND FLOOR PLAN
A1.12 BUILDING TYPE 400 THIRD & FOURTH FLOOR PLAN
A1.13 BUILDING TYPE 400 ROOF PLAN
A1.14 BUILDING TYPE 400 EXTERIOR ELEVATIONS
A1.14R BUILDING TYPE 400 EXTERIOR ELEVATIONS REFERENCES
A1.21 BUILDING TYPE 500 FIRST & SECOND FLOOR PLAN
A1.22 BUILDING TYPE 500 THIRD & FOURTH FLOOR PLAN
A1.23 BUILDING TYPE 500 ROOF PLAN
A1.24 BUILDING TYPE 500 EXTERIOR ELEVATION
A1.24R BUILDING TYPE 500 EXTERIOR ELEVATION REFERENCES
A1.31 BUILDING TYPE 600 FIRST & SECOND FLOOR PLAN
A1.32 BUILDING TYPE 600 THIRD & FOURTH FLOOR PLAN
A1.33 BUILDING TYPE 600 ROOF PLAN
A1.34 BUILDING TYPE 600 EXTERIOR ELEVATION
A1.34R BUILDING TYPE 600 EXTERIOR ELEVATION REFERENCES
A1.34D BUILDING TYPE 600 EXTERIOR ELEVATION 3D VIEW
A1.40 BUILDING SECTIONS
A1.42 UNIT SECTIONS
A1.43 UNIT SECTIONS
A2.03 DOOR & WINDOW NOTES
A2.10 UNIT PLAN 1A/1X & 4A FIRST FLOOR PLANS
A2.11 UNIT PLAN 1A/1X & 4A SECOND & THIRD FLOOR PLANS
A2.20 UNIT PLAN 2A, 5A/B/C & 7A/B/C FIRST & SECOND FLOOR PLANS
A2.21 UNIT PLAN 2A, 5A/B/C & 7A/B/C THIRD & FOURTH FLOOR PLANS
A2.30 UNIT PLAN 3A, 6A & 8A FIRST FLOOR PLANS
A2.31 UNIT PLAN 3A, 6A & 8A SECOND FLOOR PLANS
A2.32 UNIT PLAN 6A & 8A THIRD & FOURTH FLOOR PLANS
A2.40 ADAPTABLE UNITS 2 & 3 FIRST FLOOR PLANS

JOINT TRENCH
JT-1 JOINT TRENCH TITLE SHEET
JT-2 OVERALL
JT-3,4,5 JOINT TRENCH INTENT

PHOTOMETRIC ONSITE
PM-1 PHOTOMETRIC DETAILS
PM-2 PHOTOMETRIC OVERALL
PM-3 PHOTOMETRIC PLAN

PHOTOMETRIC OFFSITE
PM-1 PHOTOMETRIC DETAILS
PM-2 PHOTOMETRIC OVERALL
PM-3-5 PHOTOMETRIC PLAN

LANDSCAPE
L1.0 OVERALL LANDSCAPE PLAN
L1.01 OPEN SPACE AREAS
L1.1 OPEN SPACE PLAN
L1.2 OPEN SPACE PLAN
L1.3 DOG RUN AREA
L1.4 STREET FRONTAGE LANDSCAPE
L2.0 CONCEPTUAL LANDSCAPE DETAILS
L2.1 CONCEPTUAL LANDSCAPE DETAILS
L2.2 CONCEPTUAL LANDSCAPE DETAILS & IMAGERY
L3.0 CONCEPTUAL TREE PALETTE & DESIGN INTENT STATEMENT
L3.1 CONCEPTUAL PLANTING PALETTE
L3.2 CONCEPTUAL TREE IMAGERY
L3.3 CONCEPTUAL PLANTING IMAGERY
L3.4 CONCEPTUAL BIORETENTION PLANTING IMAGERY
L4.0 PRELIMINARY HYDROZONE PLAN
L5.0 ARBORIST TREE DISPOSITION

ANY OFFSITE WORK WILL REQUIRE A SEPARATE OFFSITE IMPROVEMENT PLAN AND AN ENCROACHMENT PERMIT WITH PUBLIC WORKS.

NO.	DATE	REVISIONS	BY

Civil Engineering Associates
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28 Railway Avenue
Campbell, CA 95008
T: (408) 453-1066

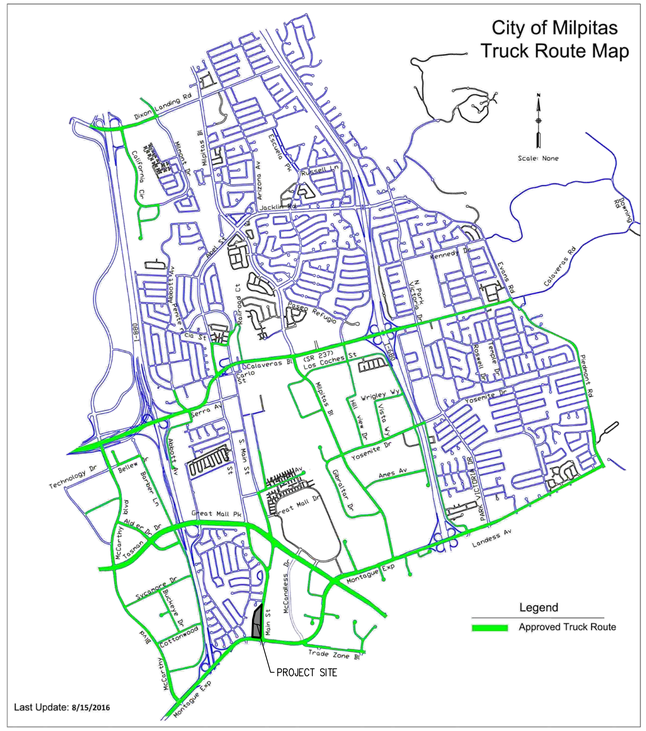
PREPARED FOR:
PulteGroup
4511 WillowRoad, Suite 8
Pleasanton, California 94588
Phone 925/249-3200
Fax 925/485-0291

1601-1765 SOUTH MAIN STREET — PLANNED DEVELOPMENT — MILPITAS CALIFORNIA

PLANNED DEVELOPMENT COVER SHEET

DATE	03-09-2026
SCALE	SEE PLAN
DESIGNED	JG
DRAWN	CH
JOB NO.	21-140
SHEET	C1.1
	1 OF 19 SHEETS

R:\PROJECT\2021\21140 S Main St - Pulte - Milpitas\PLANNING\PD\C1.1 COVER.dwg Mar 09, 2026



Development Standard	Required	Proposed	Sheet #	Waiver?
Density	MMC XI-10-6.04-1 21-30 DU/AC	24.3 DU/AC	C1.1	NO
Setbacks - odd-shape lot: no interior side setbacks considered				
Front	MMC XI-10-6.04-1 Min 8' - Max 15'	Fronting South Main Street : 15' at buildings 25-28 20' at building 29 (in compliance still due to existing public easement, see MMC XI-10-6.04-1(D))	C3.1-3.2	NO
Street Side	MMC XI-10-6.04-1 Min 8' - Max 15'	N/A	C3.1-3.2	NO
Rear	MMC XI-10-6.04-1 10' Minimum	20' Minimum to back wall at buildings 1-7	C3.1-3.2	NO
Building Height (Max)	MMC XI-10-6.04-1 Three Stories and 45'	Three story - 36' Four story - 51'	A1.13-14	YES
Landscaping	MMC XI-10-6.04-F All required front and street setback areas shall be landscaped or paved to allow for outdoor seating, display or goods, or street furniture.	All setback areas are landscaped	L1.0	NO
Park and Open Space Requirements (incl. Parkland Dedication)	Compliance with MMC Title XI-1-9.01 and MMC Sec. XI-6.-04(G)(5) – Areas outside Specific Plans and Section Milpitas Subdivision Ordinance Section 9.06 (Amount of Park Land to be Dedicated)	48% of total site - refer to landscape sheets for details	L1.01	NO
Off Street Parking, minimum	MMC XI-10-53.09: 2 Per Unit Minimum 2 covered spaces per 3 bedroom unit (x 264 2BR units) = 528 spaces 3 covered spaces per 4 bedroom unit (x 8 units w/4BR option) = 24 spaces =544 Spaces Total	544 Spaces	C3.1-3.2	NO
Tandem Parking	MMC XI-10- 53.07(D)1, 2a-c: Maximum 50% of required (0.5x544 = 272 spaces)	460 spaces (85% of total)	C3.1-3.2	NO*
Guest Parking Stall Count	MMC XI-10-53.09: 20% of total required parking (0.2x544 = 109 spaces)	93 Spaces	C3.1-3.2	NO*
Bicycle Parking	MMC XI-10-53.09: 5% of total spaces required (0.05x544 = 27 spaces)	34 Bike Parking Spaces	L1.0	NO
Utilities	Compliance with MMC XI-10-6.06(A) Utilities	Project will comply with all requirements	All	NO
*Project is in compliance when considering CA State Density Bonus limits on minimum parking requirements.				

In Addition to the Waivers Requested in the development standards table above, the following waivers are requested from the Milpitas Objective Design Standards Sections:

2.1.1 - Maximum Block Length
3.9.1.2 - Adjacency to Lower Development
3.9.1.3 - Planting

NO.	DATE	REVISIONS	BY

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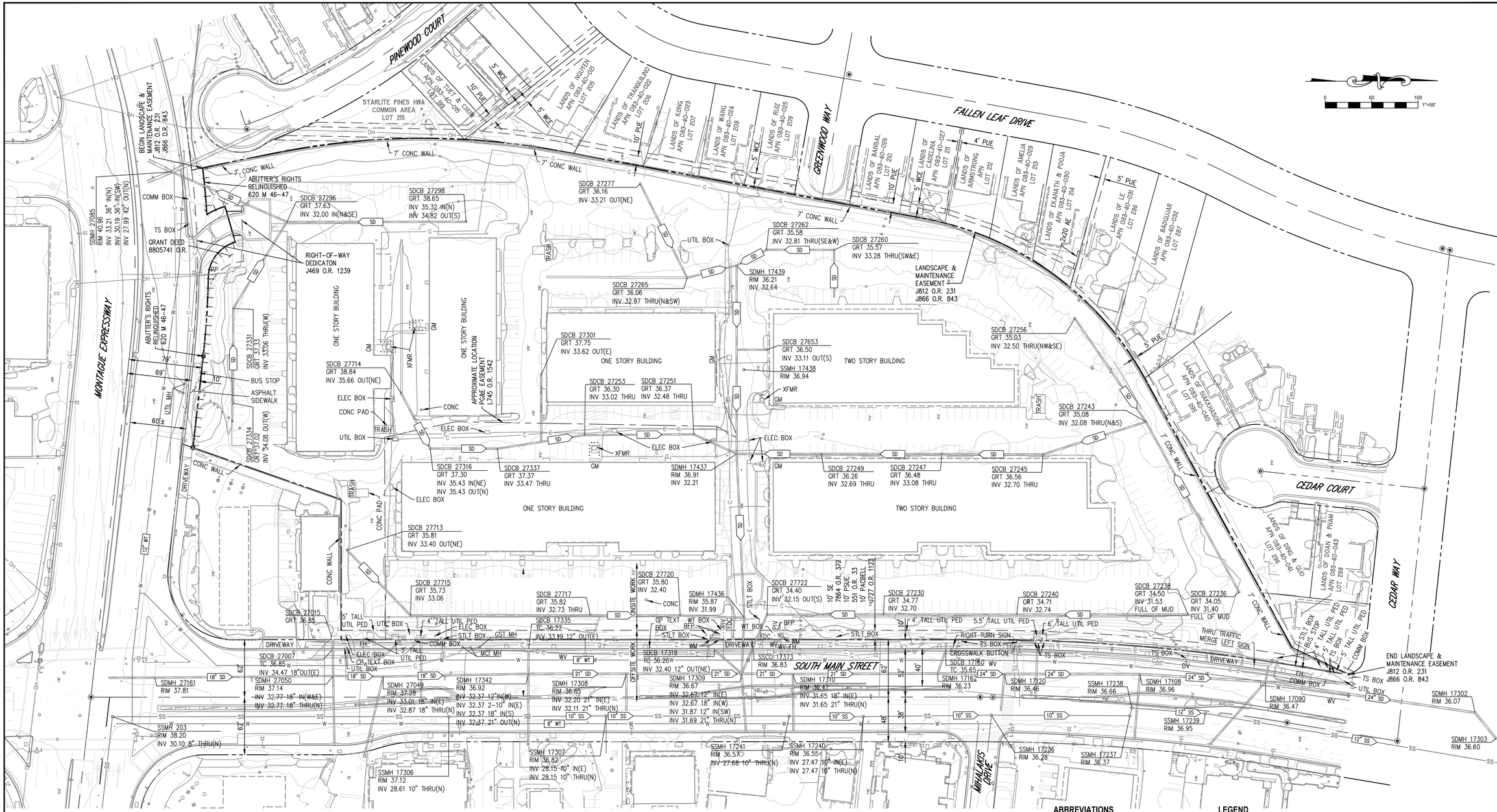
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1601-1765 SOUTH MAIN STREET PLANNED DEVELOPMENT MILPITAS CALIFORNIA

PLANNED DEVELOPMENT CONSTRUCTION NOTES

DATE	03-09-2026
SCALE	SEE PLAN
DESIGNED	JG
DRAWN	CH
JOB NO.	21-140
SHEET	C1.2
	2 OF 19 SHEETS



CONSTRUCTION NOTE:
DURING CONSTRUCTION OF THE PROPOSED PROJECT, THE PROJECT CONTRACTOR SHALL ENSURE ALL OFF-ROAD DIESEL-POWERED CONSTRUCTION EQUIPMENT OF 50 HORSEPOWER OR MORE USED FOR THE PROJECT CONSTRUCTION MEETS, AT A MINIMUM, THE CALIFORNIA AIR RESOURCES BOARD'S TIER 2 EMISSIONS STANDARDS EQUIPPED WITH LEVEL 3 DIESEL PARTICULATE FILTERS OR THE EQUIVALENT.

ABBREVIATIONS

CB	CATCH BASIN
CLF	CHAIN LINK FENCE
CONC	CONCRETE
ELEC	ELECTRIC
GM	GAS METER
MH	MANHOLE
PP	POWER POLE
SS	SANITARY SEWER
SD	STORM DRAIN
STLT	STREET LIGHT
WM	WATER METER
WT	WATER
WV	WATER VALVE
WF	WOOD FENCE

LEGEND

- BOUNDARY LINE
- RIGHT-OF-WAY
- EXISTING LOT LINE
- CENTER LINE
- EXISTING EASEMENT LINE
- TIE LINE
- SS — EXISTING SANITARY SEWER
- EXISTING STORM DRAIN
- W — EXISTING WATER LINE
- EXISTING FIRE HYDRANT
- EXISTING GAS OR WATER VALVE
- C — EXISTING COMMUNICATION LINE
- E — EXISTING ELECTRIC LINE
- FO — EXISTING FIBER OPTIC LINE
- G — EXISTING GAS LINE
- OH — EXISTING OVERHEAD LINE
- EXISTING STREET LIGHT
- SL — EXISTING STREET LIGHT LINE
- TS — EXISTING TRAFFIC SIGNAL LINE
- X — X — EXISTING CHAIN LINK FENCE
- EXISTING WOOD FENCE

NO.	DATE	REVISIONS	BY
1			
2			
3			
4			
5			
6			
7			

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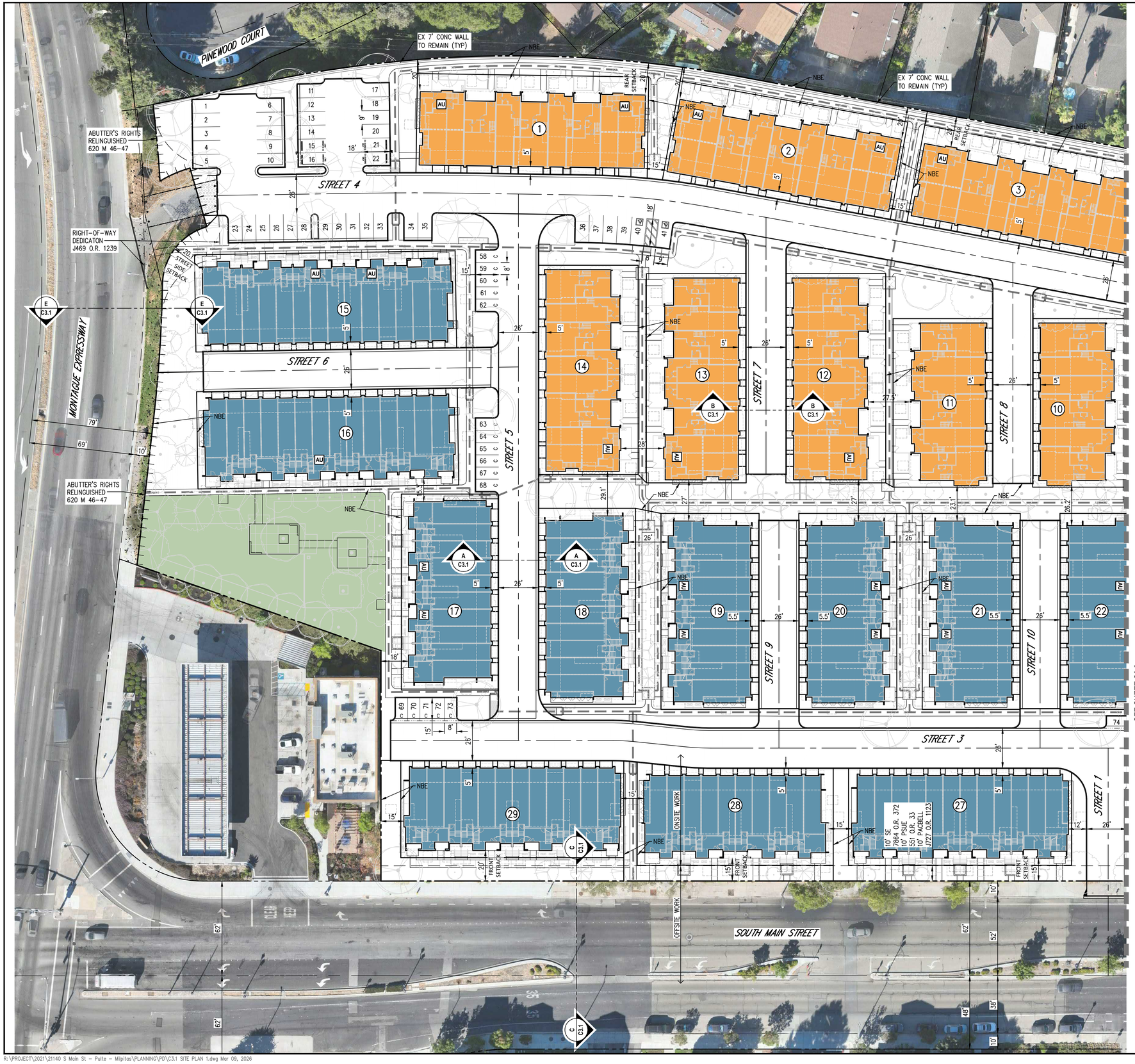
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1601-1765 SOUTH MAIN STREET PLANNED DEVELOPMENT MILPITAS CALIFORNIA

PLANNED DEVELOPMENT EXISTING CONDITIONS

DATE	03-09-2026
SCALE	SEE PLAN
DESIGNED	JG
DRAWN	CH
JOB NO.	21-140
SHEET	C2.1
	3 OF 19 SHEETS

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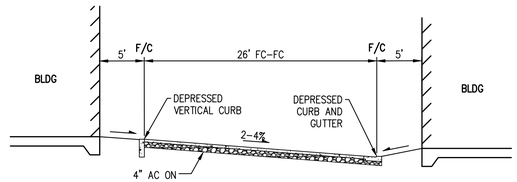


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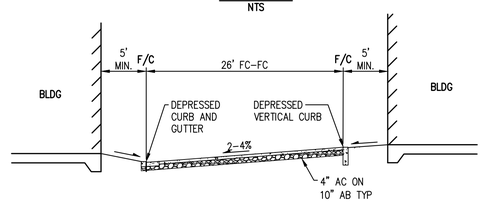
- BOUNDARY LINE
- RIGHT-OF-WAY
- EXISTING LOT LINE
- CENTER LINE
- EXISTING EASEMENT LINE
- FIRE HYDRANT
- 3-STORY TOWNHOME CONDOS
- 4-STORY STACKED CONDOS
- OPEN SPACE
- ACCESSIBLE PATHWAY
- AU ACCESSIBLE UNIT

ABBREVIATIONS

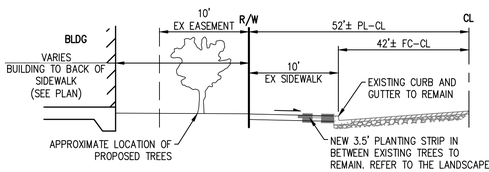
AC	ASPHALT CONCRETE	H/C	HANDICAP
B/W	BACK OF WALK	HP	HIGH POINT
BFP	BACK FLOW PREVENTOR	INV	INVERT
BOL	BOLLARD	JT	JOINT TRENCH
BLDG	BUILDING	LP	LOW POINT
CB	CATCH BASIN	MH	MANHOLE
CL	CENTERLINE	PP	POWER POLE
CLF	CHAIN LINK FENCE	PL	PROPERTY LINE
CO	CLEANOUT	RCP	REINFORCED CONCRETE PIPE
CONC	CONCRETE	R/W	RIGHT OF WAY
D/W	DRIVEWAY	SAN	SANITARY
EP	EDGE OF PAVEMENT	SS	SANITARY SEWER
EX	EXISTING	STM	STORM
FC	FACE OF CURB	SD	STORM DRAIN
FEN	FENCE	TB	TOP OF BASIN
FL	FLOWLINE	TC	TOP OF CURB
FDC	FIRE DEPARTMENT CONNECTION	UB	UTILITY BOX
FH	FIRE HYDRANT	VLT	VAULT
GB	GRADE BREAK	WM	WATER METER
GV	GAS VALVE	WT	WATER
GRT	GRATE	WV	WATER VALVE



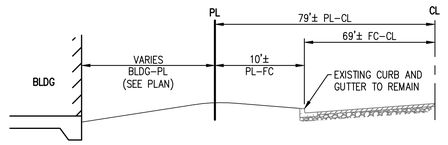
TYPICAL PRIVATE STREET SECTION A-A
NTS



TYPICAL PRIVATE STREET SECTION B-B
NTS



SOUTH MAIN STREET SECTION C-C
NTS



MONTAGUE EXPRESSWAY SECTION E-E
NTS

NO.	DATE	REVISIONS	BY

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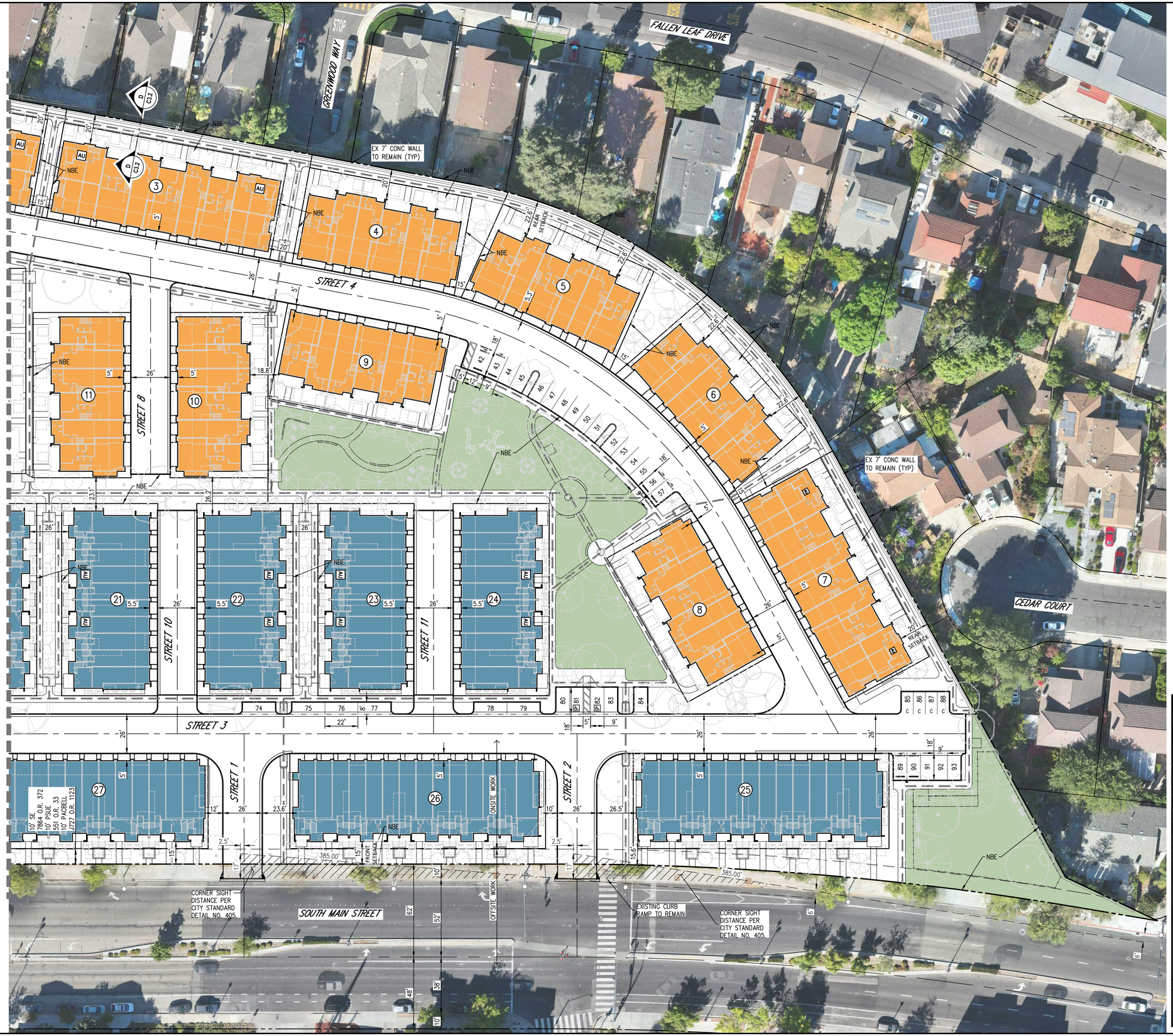
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PulteGroup

PLANNED DEVELOPMENT SITE PLAN

1601-1765 SOUTH MAIN STREET PLANNED DEVELOPMENT MILPITAS CALIFORNIA

DATE	03-09-2026
SCALE	SEE PLAN
DESIGNED	JG
DRAWN	CH
JOB NO.	21-140
SHEET	C3.1
	5 OF 19 SHEETS

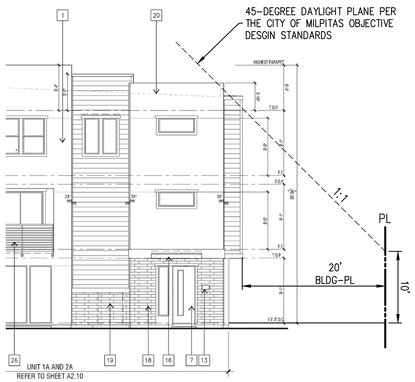
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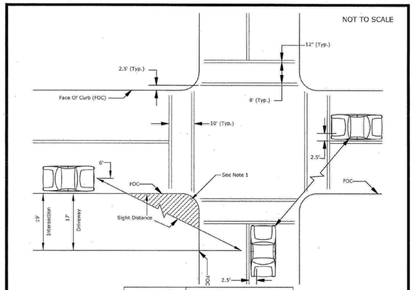
0 30 60
1"=30'

LEGEND

- BOUNDARY LINE
- RIGHT-OF-WAY
- EXISTING LOT LINE
- CENTER LINE
- EXISTING EASEMENT LINE
- FIRE HYDRANT
- 3-STORY TOWNHOME CONDOS
- 4-STORY STACKED CONDOS
- OPEN SPACE
- ACCESSIBLE PATHWAY
- AU ACCESSIBLE UNIT



TYPICAL SECTION D-D
NTS



Design Speed (mph)	Min. Corner Intersection Sight Distance* (ft.)
25	275
30	330
35	385
40	440
45	495

* Caltrans Highway Design Manual shall be followed if more stringent and it shall supercede these minimum.

NOTES:
1. Overall cumulative height of the grading, landscaping, and signs within the shaded area should not exceed 2'-maximum height when measured from the street elevation.
2. Where pavement elevations along the entering street is lower than the cross street elevations, noting the driver's height will be required with respect to the street.
3. Separated sidewalks shall transition through driveways in compliance with City Standard Drawing No. 436.
4. Any vertical alignment modifications to change the corner sight distance at intersections and driveways shall maintain the same level of clear sight for sidewalks.

CITY OF MILPITAS, ENGINEERING DIVISION			
REVISION	DATE	CORNER SIGHT DISTANCE AT INTERSECTIONS AND DRIVEWAYS (TYPICAL)	STANDARD DRAWING NO. 405
1	1991		
2	2001		DATE : 6/15/10
3	2010	APPROVED BY: PUBLIC WORKS DIRECTOR / CITY ENGINEER RCE No. 40283	SHEET 1 OF 1

BY | REVISIONS | DATE | NO.

Civil Engineering Associates
Civil Engineers • Planners • Surveyors
28 Railway Avenue
Campbell, CA 95008
T: (408) 453-1066

4511 WillowRoad, Suite 8
Pleasanton, California 94588
Phone 925/249-3200
Fax 925/485-0291

PREPARED FOR: PulteGroup

1601-1765 SOUTH MAIN STREET — PLANNED DEVELOPMENT — MILPITAS CALIFORNIA

PLANNED DEVELOPMENT SITE PLAN

DATE	03-09-2026
SCALE	SEE PLAN
DESIGNED	JC
DRAWN	CH
JOB NO.	21-140
SHEET	C3.2
	6 OF 19 SHEETS

R:\PROJECT\2021\21140 S Main St – Pulte – Milpitas\PLANNING\PD\C3.2 SITE PLAN 2.dwg Mar 09, 2026



FUSION-S. MAIN ST-MILPITAS - BMR MATRIX

Total Unit Breakdown					
272	UNITS	X	15%	=	40.8
					41

MODERATE
Rounded Up

Bedroom Count Breakdown				
BR Count	Quant.	%	Number	Rounded
2BR	65	24%	9.75	12
3BR	129	47%	19.35	29
	194	71%	29.1	29

	TOTAL ONSITE	#BMR	%
UNITS	272	41	15.1%
3-STORY	102	13	12.7%
4-STORY	170	28	16.5%
2BR	82	14	17.1%
3BR	190	27	14.2%

COVE TOWNHOMES (3-STORY)

PLAN TYPE	BED	BATH	COVERED SPACES PROVIDED	TOTAL NUMBER OF UNITS	% OF 3-STORY UNITS	# BMR	TANDEM GARAGE?
PLAN 1A	2	2	2	7	7%	1	YES
PLAN 1AX	2	2	2	4	4%	0	YES
PLAN 2A	2	2	2	11	11%	1	YES
PLAN 3A	2	2	2	38	37%	4	YES
PLAN 4A	3	3	2	21	21%	4	NO
PLAN 5A	3	3	2	10	10%	1	NO
PLAN 5X	3	3	2	7	7%	2	NO
PLAN 6A	3	3	2	4	4%	0	NO
			TOTALS	102	100%	13	

VERA TOWNHOMES (4-STORY)

PLAN TYPE	BED	BATH	COVERED SPACES PROVIDED	TOTAL NUMBER OF UNITS	% OF 4-STORY UNITS	# BMR	TANDEM GARAGE?
PLAN 1A	2	2	2	9	5%	3	YES
PLAN 1X	2	2	2	9	5%	2	YES
PLAN 1Y	2	2	2	4	2%	2	YES
PLAN 2A	3	2	2	34	20%	5	YES
PLAN 3A	3	2	2	8	5%	3	YES
PLAN 4A	3	2	2	22	13%	3	YES
PLAN 5A	3	3	2	12	7%	1	YES
PLAN 5B	3	3	2	4	2%	0	YES
PLAN 5C	3	3	2	18	11%	3	YES
PLAN 6A	3	3	2	8	5%	2	YES
PLAN 7A	3	3	2	8	5%	1	YES
PLAN 7B	3	3	2	8	5%	1	YES
PLAN 7C	3	3	2	18	11%	2	YES
PLAN 8A	3	3	2	2	1%	0	YES
PLAN 8X	3	3	2	4	2%	0	YES
PLAN 8Y	3	3	2	2	1%	0	YES
			TOTALS	170	100%	28	

# OF BMR WITH TANDEM GARAGE	34	83%
# OF BMR WITH SIDE X SIDE GARAGE	7	17%

COVE (3-Story)

UNIT PLAN NO.	GROSS DWELLING UNIT (R-2) 1ST	2ND	3RD	TOTAL	TOTAL UNITS ON SITE
1A	139	663	648	1450	7
1AX	139	663	648	1450	4
2A	266	677	668	1611	0
2A ADA	266	677	668	1611	11
3A	193	713	767	1673	38
3A ADA	193	713	767	1673	0
4A	397	826	881	2104	21
5A	401	866	902	2169	10
5X	401	866	902	2169	7
6A	427	933	980	2340	4
					102

UNIT NO.	BED.	BATH
1A	2	2
1AX	2	2
2A	2	2
2A ADA	2	2
3A	2	2
3A ADA	2	2
4A	3	3
5A	3	3
5X	3	3
6A	3	3

VERA (4- Story)

UNIT PLAN NO.	GROSS FLOOR AREA (S.F.) - DWELLING UNIT (R-2) 1ST	2ND	3RD	4TH	TOTAL	TOTAL UNITS ON SITE
1A	233	1176			1409	9
1X	233	1176			1409	9
1Y	233	1176			1409	4
2A	209	1305			1514	17
2A (ADA)	209	1305			1514	17
3A	213	1362			1575	8
3A (ADA)	213	1362			1575	0
4A	93	86	1327		1506	22
5A	85	78	752	685	1600	12
5B	85	78	752	685	1600	4
5C	85	78	752	685	1600	18
6A	84	78	820	751	1733	8
7A	84	124	884	857	1949	12
7B	84	124	884	863	1955	4
7C	84	124	884	863	1955	18
8A	118	125	975	927	2145	2
8X	118	125	975	927	2145	4
8Y	118	125	975	927	2145	2
						170

UNIT NO.	BED.	BATH	POWDER	DEN/ FLEX/ LOFT
1A	2	2		1
1X	2	2		1
1Y	2	2		1
2A	3	2		1
2A (ADA)	3	2	1	
3A	3	2		1
3A (ADA)	3	2	1	
4A	3	2		
5A	3	3		
5B	3	3		
5C	3	3		
6A	3	3		
7A	3	3		
7B	3	3		
7C	3	3		
8A	3 / OPT 4	3		1
8X	3 / OPT 4	3		1
8Y	3 / OPT 4	3		1

LEGEND

- (1) BUILDING NUMBER
- 155 UNIT NUMBER
- P1 PLAN TYPE
- B100 BUILDING TYPE
- 2 BEDROOM BMR UNIT (21 UNITS)
- 3 BEDROOM BMR UNIT (20 UNITS)
- AU ACCESSIBLE UNIT

NO.	DATE	REVISIONS	BY

Civil Engineering Associates
Civil Engineers • Planners • Surveyors
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4511 Willow Road, Suite 8
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Fax 925/465-0291

PREPARED FOR: PulteGroup

1601-1765 SOUTH MAIN STREET — PLANNED DEVELOPMENT — CALIFORNIA

PLANNED DEVELOPMENT BMR CALCULATIONS PLAN

MILPITAS

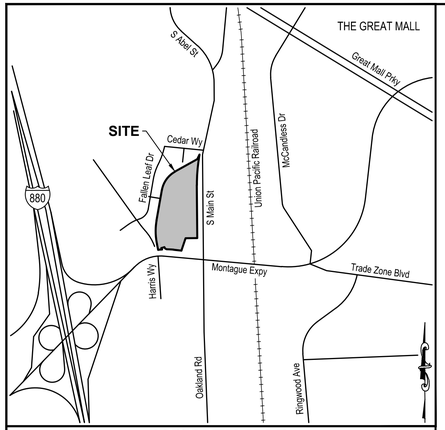
DATE	03-09-2026
SCALE	SEE PLAN
DESIGNED	JC
DRAWN	CH
JOB NO.	21-140
SHEET	C3.3
	7 OF 19 SHEETS

VESTING TENTATIVE TRACT MAP

FOR CONDOMINIUM PURPOSES

THE LAND REFERRED TO HEREIN IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF SANTA CLARA, CITY OF MILPITAS AND DESCRIBED AS FOLLOWS:

PARCEL 1, AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA ON OCTOBER 30, 1990 IN BOOK 620 OF MAPS, PAGES 46 AND 47.



VICINITY MAP
NOT TO SCALE

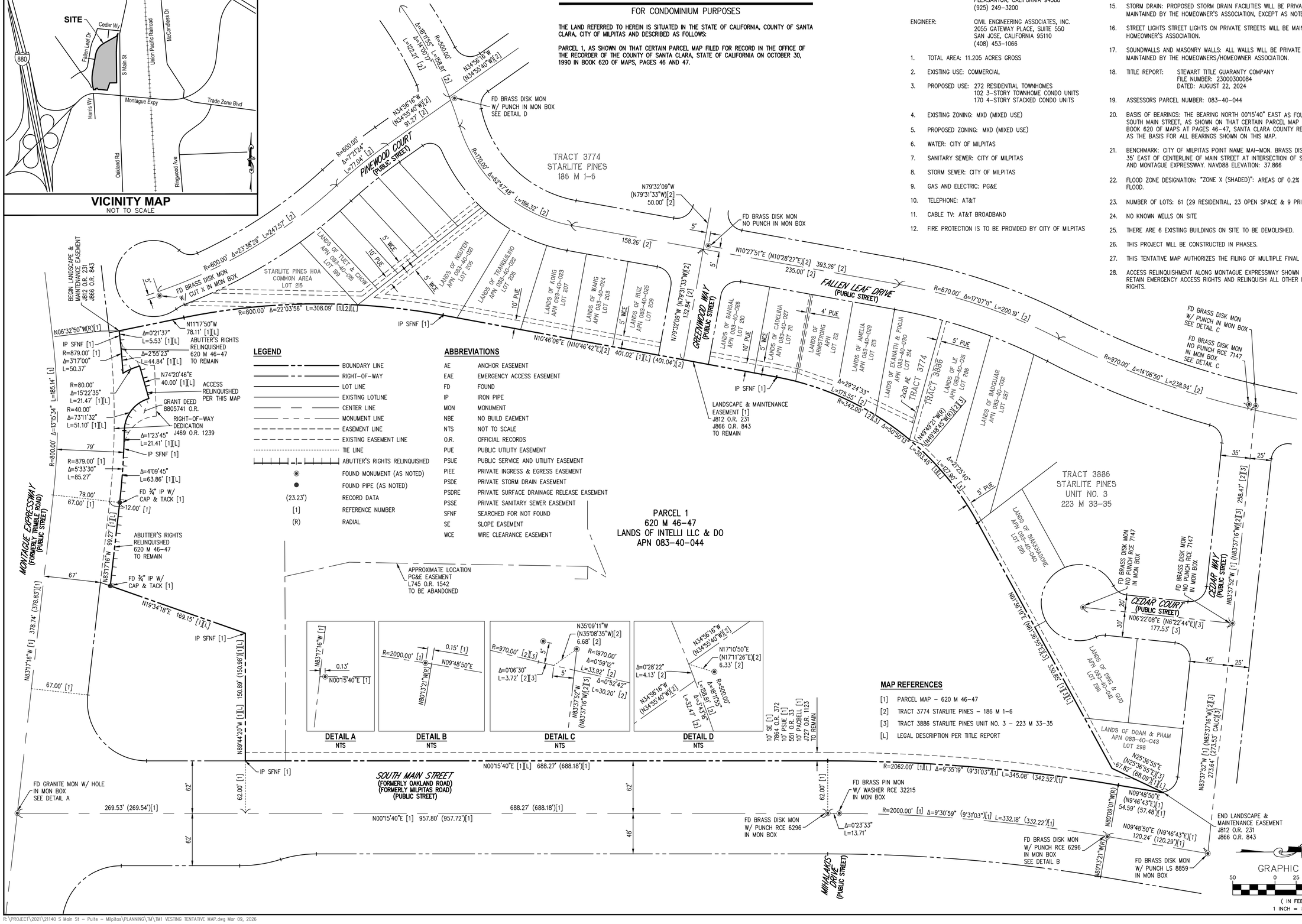
NOTES

OWNERS: INTELLI LLC & KHUYEN TAM DO

DEVELOPER: PULTE HOMES
4511 WILLOW ROAD, SUITE 8
PLEASANTON, CALIFORNIA 94588
(925) 249–3200

ENGINEER: CIVIL ENGINEERING ASSOCIATES, INC.
2055 GATEWAY PLACE, SUITE 550
SAN JOSE, CALIFORNIA 95110
(408) 453–1066

1. TOTAL AREA: 11.205 ACRES GROSS
2. EXISTING USE: COMMERCIAL
3. PROPOSED USE: 272 RESIDENTIAL TOWNHOMES
   102 3–STORY TOWNHOME CONDO UNITS
   170 4–STORY STACKED CONDO UNITS
4. EXISTING ZONING: MXD (MIXED USE)
5. PROPOSED ZONING: MXD (MIXED USE)
6. WATER: CITY OF MILPITAS
7. SANITARY SEWER: CITY OF MILPITAS
8. STORM SEWER: CITY OF MILPITAS
9. GAS AND ELECTRIC: PG&E
10. TELEPHONE: AT&T
11. CABLE TV: AT&T BROADBAND
12. FIRE PROTECTION IS TO BE PROVIDED BY CITY OF MILPITAS
13. STREETS: ALL STREETS WITHIN THE SUBDIVISION WILL BE PRIVATE STREETS AND MAINTAINED BY THE HOMEOWNER'S ASSOCIATION. ALL STREETS WILL BE IN PSUE'S (MIN. LONGITUDINAL SLOPE =0.6%).
14. WATER AND SEWER FACILITIES: PROPOSED WATER AND SEWER FACILITIES WILL BE CONSTRUCTED AS PER CITY OF MILPITAS STANDARDS AND DEDICATED TO THE CITY.
15. STORM DRAIN: PROPOSED STORM DRAIN FACILITIES WILL BE PRIVATE FACILITIES AND MAINTAINED BY THE HOMEOWNER'S ASSOCIATION, EXCEPT AS NOTED.
16. STREET LIGHTS STREET LIGHTS ON PRIVATE STREETS WILL BE MAINTAINED BY THE HOMEOWNER'S ASSOCIATION.
17. SOUNDWALLS AND MASONRY WALLS: ALL WALLS WILL BE PRIVATE FACILITIES AND MAINTAINED BY THE HOMEOWNERS/HOMEOWNER ASSOCIATION.
18. TITLE REPORT: STEWART TITLE GUARANTY COMPANY
    FILE NUMBER: 23000300084
    DATED: AUGUST 22, 2024
19. ASSESSORS PARCEL NUMBER: 083–40–044
20. BASIS OF BEARINGS: THE BEARING NORTH 00°15'40" EAST AS FOUND MONUMENTED ON SOUTH MAIN STREET, AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD IN BOOK 620 OF MAPS AT PAGES 46–47, SANTA CLARA COUNTY RECORDS, WAS TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN ON THIS MAP.
21. BENCHMARK: CITY OF MILPITAS POINT NAME MAI–MON. BRASS DISK IN MONUMENT WELL, 35' EAST OF CENTERLINE OF MAIN STREET AT INTERSECTION OF SOUTH MAIN STREET AND MONTAGUE EXPRESSWAY. NAVD88 ELEVATION: 37.866
22. FLOOD ZONE DESIGNATION: "ZONE X (SHADED)": AREAS OF 0.2% ANNUAL CHANCE FLOOD.
23. NUMBER OF LOTS: 61 (29 RESIDENTIAL, 23 OPEN SPACE & 9 PRIVATE STREET)
24. NO KNOWN WELLS ON SITE
25. THERE ARE 6 EXISTING BUILDINGS ON SITE TO BE DEMOLISHED.
26. THIS PROJECT WILL BE CONSTRUCTED IN PHASES.
27. THIS TENTATIVE MAP AUTHORIZES THE FILING OF MULTIPLE FINAL MAPS.
28. ACCESS RELINQUISHMENT ALONG MONTAGUE EXPRESSWAY SHOWN ON THIS MAP SHALL RETAIN EMERGENCY ACCESS RIGHTS AND RELINQUISH ALL OTHER INGRESS & EGRESS RIGHTS.



LEGEND

- BOUNDARY LINE
- RIGHT–OF–WAY
- LOT LINE
- EXISTING LOTLINE
- CENTER LINE
- MONUMENT LINE
- EASEMENT LINE
- EXISTING EASEMENT LINE
- TIE LINE
- ABUTTER'S RIGHTS RELINQUISHED
- FOUND MONUMENT (AS NOTED)
- FOUND PIPE (AS NOTED)
- (23.23') RECORD DATA
- [1] REFERENCE NUMBER
- (R) RADIAL

ABBREVIATIONS

AE	ANCHOR EASEMENT
EAE	EMERGENCY ACCESS EASEMENT
FD	FOUND
IP	IRON PIPE
MON	MONUMENT
NBE	NO BUILD EAEMENT
NTS	NOT TO SCALE
O.R.	OFFICIAL RECORDS
PUE	PUBLIC UTILITY EASEMENT
PSUE	PUBLIC SERVICE AND UTILITY EASEMENT
PIEE	PRIVATE INGRESS & EGRESS EASEMENT
PSDE	PRIVATE STORM DRAIN EASEMENT
PSDRE	PRIVATE SURFACE DRAINAGE RELEASE EASEMENT
PSSE	PRIVATE SANITARY SEWER EASEMENT
SFNF	SEARCHED FOR NOT FOUND
SE	SLOPE EASEMENT
WCE	WIRE CLEARANCE EASEMENT

NO.	DATE	REVISIONS	BY
1			
2			
3			
4			
5			
6			
7			

Civil Engineering Associates
Civil Engineers • Planners • Surveyors
28 Railway Avenue
Campbell, CA 95008
T: (408) 453–1066

PREPARED FOR:
PulteGroup
4511 Willow Road, Suite 8
Pleasanton, California 94588
Phone 925/249-3200
Fax 925/465-0291

1601-1765 S. MAIN STREET

VESTING TENTATIVE MAP
EXISTING PROPERTY BOUNDARY

MILPITAS CALIFORNIA

DATE	3/9/2026
SCALE	SEE PLAN
DESIGNED	JG
DRAWN	CH
JOB NO.	21–140
SHEET	TM1
	1 OF 3 SHEETS

R:\PROJECT\2021\21140 S Main St – Pulte – Milpitas\PLANNING\TM\TM1 VESTING TENTATIVE MAP.dwg Mar 09, 2026

VESTING TENTATIVE TRACT MAP

FOR CONDOMINIUM PURPOSES

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SFNF	SEARCHED FOR NOT FOUND
SE	SLOPE EASEMENT
WCE	WIRE CLEARANCE EASEMENT

LEGEND

- BOUNDARY LINE
- RIGHT-OF-WAY
- LOT LINE
- EXISTING LOTLINE
- CENTER LINE
- MONUMENT LINE
- EASEMENT LINE
- EXISTING EASEMENT LINE
- TIE LINE
- ABUTTER'S RIGHTS RELINQUISHED
- FOUND MONUMENT (AS NOTED)
- FOUND PIPE (AS NOTED)
- (23.23') RECORD DATA
- [1] REFERENCE NUMBER
- (R) RADIAL

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)

1 INCH = 30 FT

NO.	DATE	REVISIONS	BY

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Fax 925/485-0291

PREPARED FOR: PulteGroup

1601-1765 S. MAIN STREET MILPITAS CALIFORNIA

VESTING TENTATIVE MAP
PROPOSED PROPERTY BOUNDARY

DATE	3/9/2026
SCALE	SEE PLAN
DESIGNED	JG
DRAWN	CH
JOB NO.	21-140
SHEET	TM2
	2 OF 3 SHEETS

VESTING TENTATIVE TRACT MAP

FOR CONDOMINIUM PURPOSES

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SFNF	SEARCHED FOR NOT FOUND
SE	SLOPE EASEMENT
WCE	WIRE CLEARANCE EASEMENT

LEGEND

- BOUNDARY LINE
- RIGHT-OF-WAY
- LOT LINE
- EXISTING LOTLINE
- CENTER LINE
- MONUMENT LINE
- EASEMENT LINE
- EXISTING EASEMENT LINE
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- ABUTTER'S RIGHTS RELINQUISHED
- (◉) FOUND MONUMENT (AS NOTED)
- (●) FOUND PIPE (AS NOTED)
- (23.23') RECORD DATA
- [1] REFERENCE NUMBER
- (R) RADIAL

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)

1 INCH = 30 FT

NO.	DATE	REVISIONS	BY

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PREPARED FOR:

PulteGroup

1601-1765 S. MAIN STREET

VESTING TENTATIVE MAP
PROPOSED PROPERTY BOUNDARY

MILPITAS CALIFORNIA

DATE	3/9/2026
SCALE	SEE PLAN
DESIGNED	JG
DRAWN	CH
JOB NO.	21-140
SHEET	TM3
	3 OF 3 SHEETS

R:\PROJECT\2021\21140 S Main St – Pulte – Milpitas\PLANNING\TM\TM3 VESTING TENTATIVE MAP.dwg Mar 09, 2026

COVE AT FUSION

ATTACHED DWELLING UNITS
1601 - 1765 SOUTH MAIN STREET
MILPITAS, CALIFORNIA

PULTE GROUP
4511 WILLOW ROAD, SUITE #8
PLEASANTON, CA 94588
PHONE: 925-250-7608



3 STORY CONDOS

SHEET INDEX

ARCHITECTURE:

A0.00 ARCHITECTURAL COVER SHEET
A0.10 BUILDING CODE SUMMARY
A0.11 BUILDING AND DWELLING UNIT AREA SUMMARY
A0.12 TRAVEL DISTANCE EXHIBIT
A0.13 TRAVEL DISTANCE EXHIBIT
A0.14 BUILDING AREA MODIFICATIONS

A0.40 ARCHITECTURAL SITE PLAN

BUILDING COMPOSITES

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A1.11 BUILDING TYPE 100 SECOND AND THIRD FLOOR COMPOSITE PLAN
A1.12 BUILDING TYPE 100 ROOF PLAN
A1.13 BUILDING TYPE 100 EXTERIOR ELEVATIONS
A1.13R BUILDING TYPE 100 EXTERIOR ELEVATIONS RENDERINGS
A1.20 BUILDING TYPE 200 FIRST FLOOR COMPOSITE PLAN
A1.21 BUILDING TYPE 200 SECOND AND THIRD FLOOR COMPOSITE PLAN
A1.22 BUILDING TYPE 200 ROOF PLAN
A1.23 BUILDING TYPE 200 EXTERIOR ELEVATIONS
A1.23R BUILDING TYPE 200 EXTERIOR ELEVATIONS RENDERINGS
A1.30 BUILDING TYPE 300 FIRST FLOOR COMPOSITE PLAN
A1.31 BUILDING TYPE 300 SECOND AND THIRD FLOOR COMPOSITE PLAN
A1.32 BUILDING TYPE 300 ROOF PLAN
A1.33 BUILDING TYPE 300 EXTERIOR ELEVATIONS
A1.33R BUILDING TYPE 300 EXTERIOR ELEVATIONS RENDERINGS
A1.33D BUILDING TYPE 300 EXTERIOR ELEVATIONS 3D VIEW

A1.41 BUILDING TYPE 300 BUILDING SECTIONS
A1.42 UNIT SECTIONS

A2.03 DOOR & WINDOW NOTES

UNIT PLAN PLANS

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A2.11 UNIT PLAN 1A & 2A FIRST FLOOR PLAN
A2.30 UNIT PLAN 3A FIRST, SECOND & THIRD FLOOR PLANS & OPTIONS
A2.40 UNIT PLAN 4A FIRST, SECOND & THIRD FLOOR PLANS & OPTIONS
A2.50 UNIT PLAN 5A FIRST, SECOND & THIRD FLOOR PLANS & OPTIONS
A2.60 UNIT PLAN 6A FIRST, SECOND & THIRD FLOOR PLANS & OPTIONS

VERA AT FUSION

STACKED ATTACHED DWELLING UNITS
1601 - 1765 SOUTH MAIN STREET
MILPITAS, CALIFORNIA

PULTE GROUP
4511 WILLOW ROAD, SUITE #8
PLEASANTON, CA 94588
PHONE: 925-250-7608



4 STORY CONDOS

SHEET INDEX

ARCHITECTURE:

A0.00 ARCHITECTURAL COVER SHEET
A0.10 BUILDING CODE SUMMARY
A0.11 BUILDING CODE SUMMARY: RATING OF STRUCTURAL MEMBERS
A0.12 BUILDING AND DWELLING UNIT AREA SUMMARY & CALCULATIONS
A0.13 TRAVEL DISTANCE EXHIBIT

BUILDING COMPOSITES

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A1.12 BUILDING TYPE 400 THIRD & FOURTH FLOOR PLAN
A1.13 BUILDING TYPE 400 ROOF PLAN
A1.14 BUILDING TYPE 400 EXTERIOR ELEVATIONS
A1.14R BUILDING TYPE 400 EXTERIOR ELEVATIONS RENDERINGS
A1.21 BUILDING TYPE 500 FIRST & SECOND FLOOR PLAN
A1.22 BUILDING TYPE 500 THIRD & FOURTH FLOOR PLAN
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A1.24 BUILDING TYPE 500 EXTERIOR ELEVATIONS
A1.24R BUILDING TYPE 500 EXTERIOR ELEVATIONS RENDERINGS
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A1.33 BUILDING TYPE 600 ROOF PLAN
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A1.34R BUILDING TYPE 600 EXTERIOR ELEVATIONS RENDERINGS
A1.34D BUILDING TYPE 600 EXTERIOR ELEVATIONS 3D VIEW

A1.40 BUILDING SECTIONS

A1.42 UNIT PLAN SECTIONS
A1.43 UNIT PLAN SECTIONS

A2.03 DOOR & WINDOW NOTES

UNIT PLAN PLANS

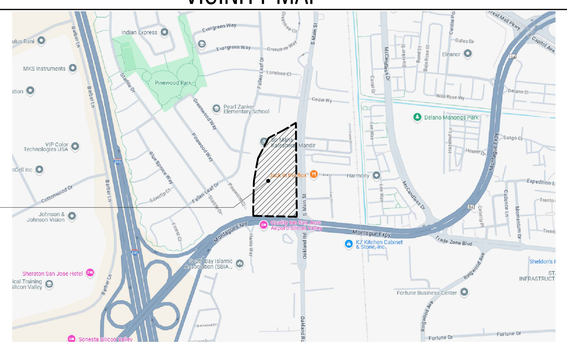
A2.10 UNIT PLANS 1A/1X & 4A FIRST FLOOR PLANS
A2.11 UNIT PLANS 1A/1X & 4A SECOND & THIRD FLOOR PLANS
A2.20 UNIT PLANS 2A, 5A/B/C & 7A/B/C FIRST & SECOND FLOOR PLANS
A2.21 UNIT PLANS 2A, 5A/B/C & 7A/B/C THIRD & FOURTH FLOOR PLANS

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A2.31 UNIT PLANS 3A, 6A & 8A SECOND FLOOR PLAN
A2.32 UNIT PLANS 6A & 8A THIRD & FOURTH FLOOR PLANS
A2.40 ADAPTABLE UNITS 2 & 3 FIRST FLOOR PLANS

NOTE: ALL CONSULTANT DRAWINGS ACCOMPANYING THESE ARCHITECTURAL DRAWINGS HAVE NOT BEEN PREPARED BY OR UNDER THE DIRECTION OF WHA; THEREFORE WHA ASSUMES NO LIABILITY FOR THE COMPLETENESS OR CORRECTNESS OF THE DRAWINGS.

VICINITY MAP

1601-1765 SOUTH MAIN STREET
PLANNED DEVELOPMENT AREA



MAP NOT TO SCALE

NORTH

ARCHITECTS . PLANNERS . DESIGNERS

WHA.

ORANGE COUNTY . LOS ANGELES . BAY AREA

PulteGroup

1601-1765 SOUTH MAIN STREET
ATTACHED DWELLING UNITS
MILPITAS, CA

PULTE GROUP
PLEASANTON, CA

TRACT NO.

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DO NOT SCALE PLANS

REVISIONS

NO.	DATE	DESCRIPTION

ARCHITECTURAL COVER SHEET

PROJECT MANAGER :	KH
DESIGNER :	-
DRAWN BY :	-
REVIEWED BY :	
1ST BLDG. DEPT. SUBMITTAL :	
ISSUED FOR CONSTRUCTION :	
JOB NUMBER :	2025026
CAD FILE NAME :	A0-00
SHEET SCALE:	-
DATE: 11/07/2025	SHEET: 0.00

COVE AT FUSION

ATTACHED DWELLING UNITS
1601 - 1765 SOUTH MAIN STREET
MILPITAS, CALIFORNIA
PULTE GROUP

4511 WILLOW ROAD, SUITE #8
PLEASANTON, CA 94588
PHONE: 925-250-7608



ALL ELECTRIC
THIS PROJECT IS ALL ELECTRIC. NO GAS ON SITE.

ACOUSTIC STUDY
THIS PROJECT DOES NOT REQUIRE AN ACOUSTIC STUDY.

ROOF DECK SPECIAL INSPECTION REQUIRED
PER CITY POLICY BDP-BLG 40 SPECIAL INSPECTION BY A CITY APPROVED SPECIAL INSPECTOR IS REQUIRED FOR THE INSPECTION OF THE MATERIALS AND SYSTEMS OF THE IMPERVIOUS MOISTURE BARRIER.

CONDITIONS OF APPROVAL: A CERTIFIED GREEN BUILDING PROFESSIONAL SHALL PROVIDE PROGRESS INSPECTION REPORTS TO THE CITY INSPECTOR DURING CONSTRUCTION. PRIOR TO FINAL INSPECTION, THE CERTIFIED GREEN BUILDING PROFESSIONAL SHALL PROVIDE A LETTER OF COMPLIANCE TO THE CITY INSPECTOR THAT CERTIFIES THE PROJECT HAS BEEN CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS ON THE CALGREEN AND, WHERE APPLICABLE, LEED / GREENPOINT RATED CHECKLISTS ON PLAN

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CONTACT PERSON

THE OWNER/DEVELOPER HAS DESIGNATED THE FOLLOWING CONTACT PERSON WITH THE AUTHORITY TO ACT ON BEHALF OF THE OWNER TO COORDINATE AND PROVIDE CONSISTENCY FOR ALL THE PLANS REQUIRED FOR THE PROJECT INCLUDING LANDSCAPE, GRADING, PEDESTRIAN PROTECTION, ARCHITECTURE, STRUCTURAL, ELECTRICAL, MECHANICAL, AND PLUMBING PER C.B.C. 108.2 AND 107.3.4.1.

CONTACT:
NITAL MEHTA

POSITION:
PROJECT MANAGER: WEST ZONE, NOR CAL

ADDRESS:
4511 WILLOW RD., PLEASANTON CA 94588

PHONE:
(925) 398-4173

DESCRIPTION OF SCOPE

THIS PROJECT CONSISTS OF FOURTEEN (14) 3-STORY RESIDENTIAL BUILDINGS, FOR A TOTAL OF ONE-HUNDRED AND TWO (102) ATTACHED MULTI-STORY DWELLING UNITS ON THE SITE. THESE DWELLING UNITS DO NOT INCLUDE ADU'S.

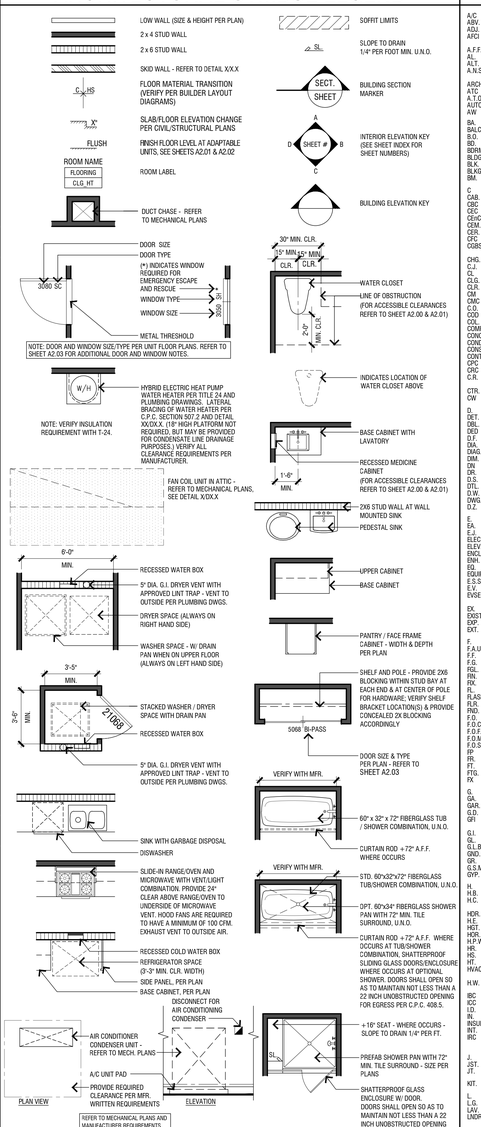
THIS PROJECT DOES NOT UTILIZE PUBLIC FUNDING, DOES NOT QUALIFY AS PUBLIC ACCOMMODATIONS, DOES NOT HAVE PUBLIC USE AREAS, AND IS NOT PUBLIC HOUSING PER C.B.C. CHAPTER 2 DEFINITION.

BUILDING TYPES:
- BUILDING TYPE 100 (6-PLEX)
- BUILDING TYPE 200 (8-PLEX)
- BUILDING TYPE 300 (9-PLEX)

UNIT PLAN TYPES
- UNIT PLAN 1A
- UNIT PLAN 1AX
- UNIT PLAN 2A & ADAPTABLE PLAN 2A
- UNIT PLAN 3 & ADAPTABLE PLAN 3A
- UNIT PLAN 4A
- UNIT PLAN 5A
- UNIT PLAN 5X
- UNIT PLAN 6A

OCCUPANCY: R-2 / U
CONSTRUCTION: TYPE VB
SPRINKLERS: NFPA 13

ARCHITECTURAL SYMBOL LEGEND



ABBREVIATIONS

A/C	AIR CONDITIONING	MS/P	MOTION SENSOR &
ABV.	ABOVE		INTEGRAL PHOTOSENSOR
ADJ.	ADJUSTABLE	M.	MASTER
AFCI	ARC-FAULT CIRCUIT INTERRUPTER	M.C.	MEDICINE CABINET
		MAS.	MASONRY
A.F.F.	ABOVE FINISH FLOOR	MAT.	MATERIAL
AL.	ALUMINUM	MAX.	MAXIMUM
ALT.	ALTERNATE	MECH.	MECHANICAL
A.N.S.I.	AMERICAN NATIONAL STANDARDS INSTITUTE	MEMB.	MEMBRANE
		MFR.	MANUFACTURER
ARCH.	ARCHITECT / ARCHED	MIN.	MINIMUM
ATC	ASTRONOMICAL TIME-CLOCK	MIR.	MIRROR
A.T.O.T.	AT TOP OF TRUSS	MISC.	MISCELLANEOUS
AUTO.	AUTOMATIC	MTD.	MOUNTED
AW	AWNING	MT.	METAL THRESHOLD
BA.	BATH	MTL.	METAL
BALC.	BALCONY	N/A	NOT APPLICABLE
B.O.	BOTTOM OF	NAT.	NATURAL
BD.	BOARD	N.A.A.M.M.	NATIONAL ASSOCIATION OF ARCHITECTURAL METAL MANUFACTURERS
BDRM.	BEDROOM		
BLDG.	BUILDING		
BLK.	BLOCK		
BLKG.	BLOCKING	NEC	NATIONAL ELECTRIC CODE
BM.	BEAM	NFPA	NATIONAL FIRE PROTECTION ASSOCIATION
C.	CARPET	NFVA	NET FREE VENT AREA
CAB.	CABINET	N.I.C.	NOT IN CONTRACT
CBC	CALIFORNIA BUILDING CODE	NO.	NUMBER
CEC	CALIFORNIA ELECTRICAL CODE	NTS	NOT TO SCALE
CENC	CALIFORNIA ENERGY CODE	O/	OVER
CEM.	CEMENT	OBS.	OBSCURE
CER.	CERAMIC	O.C.	ON CENTER
CFC	CALIFORNIA FIRE CODE	OCC	OCCUPANCY
CGBSC	CALIFORNIA GREEN BUILDING STANDARDS CODE	O.D.	OUTSIDE DIAMETER
		OPT.	OPTION
CHG.	CHANGE	OPNG.	OPENING
C.J.	CONTROL JOINT	OPP.	OPPOSITE
CL.	CENTER LINE	OPT.	OPTION/OPTIONAL
CLG.	CEILING	O.S.A.	OUTSIDE AIR
CLR.	CLEAR	P.	PANTRY / POLE /PRIMARY
CM	CASEMENT	P.B.	PUSH BUTTON
CMC	CALIFORNIA MECHANICAL CODE	PED.	PEDESTAL
C.O.	CASED OPENING	PEND.	PENDANT
COD	CARBON MONOXIDE DECTECTOR	PERIM.	PERIMETER
COL	COLUMN	PERP.	PERPENDICULAR
COMP.	COMPOSITION / COMPACTOR	PH	PHONE
CONC.	CONCRETE	PL.	PLATE / PROPERTY LINE
COND.	CONDITION / CONDENSER	P.LAM.	PLASTIC LAMINATE
CONST.	CONSTRUCTION	PLUMB.	PLUMBING
CONT.	CONTINUOUS	PLYWD.	PLYWOOD
CPC	CALIFORNIA PLUMBING CODE	PR.	PAIR
CRC	CALIFORNIA RESIDENTIAL CODE	PT.	POST-TENSIONED (SLAB)
C.R.	CURTAIN ROD/ CORROSION-RESISTANT	P.T.	PRESSURE TREATED
CTR.	CENTER	PV	PHOTOVOLTAIC
CW	COLD WATER	PWDR.	POWDER
D.	DRYER / DIMMER / DEPTH	QTY.	QUANTITY
DET.	DETAIL	R.	RISER / RIDGE
DBL.	DOUBLE	RAD.	RADIUS
DED	DEDICATED	R.D.	ROOF DRAIN
D.F.	DOUGLAS FIR	RD.	ROUND
DIA.	DIAMETER	RECPT.	RECEPTACLE
DIAG.	DIAGONAL	REF.	REFRIGERATOR / REFERENCE
DIM.	DIMENSION	REG.	REGISTER
DN	DOWN	REINF.	REINFORCEMENT
DR.	DOOR	REQ.	REQUIRED
D.S.	DOWNSPOUT	REV.	REVERSE / REVISION
DTL.	DETAIL	R.O.	ROUGH OPENING
D.W.	DISHWASHER	RM.	ROOM
DWG.	DRAWING		
D.Z.	DROP ZONE	SA.	SMOKE ALARM
E.	ENTRY	S.A.F.	SELF ADHERING FLASHING
EA.	EACH	S.A.M.	SELF ADHERING MEMBRANE
E.J.	EXPANSION JOINT	SC.	SOLID CORE
ELEC.	ELECTRIC / ELECTRICAL	S.D.	SOAP DISH
ELEV.	ELEVATION	SFD	SINGLE FAMILY DETACHED
ENCL.	ENCLOSURE	SH	SINGLE HUNG
ENH.	ENHANCED	SOV	SHUT-OFF VALVE
EQ.	EQUAL / EQUALLY	S.T.C.	SOUND TRANSMISSION COEFFICIENT
EQUIP.	EQUIPMENT	SECT.	SECTION/SECTIONAL
E.S.S.	ENERGY STORAGE SYSTEM	SERV.	SERVICE
E.V.	ELECTRIC VEHICLE	SGL.	SINGLE
EVSE	ELECTRIC VEHICLE SUPPLY EQUIPMENT	SH	SINGLE HUNG
EX.	EXHAUST	SH.	SHELF
EXIST.	EXISTING	SHLVS.	SHELVES
EXP.	EXPOSED	SHT.	SHEET
EXT.	EXTERIOR	SHTG.	SHEATHING
F.	FAHRENHEIT / FLOOR / FINISH	SHWR.	SHOWER
F.A.U.	FORCED AIR UNIT	SIM.	SIMILAR
F.F.	FINISH FLOOR	SL.	SLIDER
F.G.	FINISH GRADE/FUEL GAS	SLDR.	SLIDER
FGL.	FIBERGLASS	SPEC.	SPECIFICATION(S)
FIN.	FINISH	SQ.	SQUARE
FIX.	FIXTURE	SQ. FT.	SQUARE FOOT
FL.	FLUORESCENT	STD.	STANDARD
FLASH.	FLASHING	STL.	STEEL
FLR.	FLOOR	STOR.	STORAGE
FND.	FOUNDATION	STRUCT.	STRUCTURAL
F.O.	FACE OF	SW.	SWITCH
F.O.C.	FACE OF CONCRETE	T.	TILE / TREAD
F.O.F.	FACE OF FINISH	T&G	TONGUE & GROOVE
F.O.M.	FACE OF MASONRY	T.B.	TOWEL BAR
F.O.S.	FACE OF STUD	T.G.	TEMPERED GLASS
FP	FIXED PANEL / FIREPLACE	TEL.	TELEPHONE
FR.	FRENCH	TEMP.	TEMPERED
FT.	FOOT / FEET	THK.	THICK
FTG.	FOOTING	TO.	TOP OF
FX.	FIXED	T.O.C.	TOP OF CONCRETE / TOP OF CURB
G.	GALVANIZED	T.O.M.	TOP OF MASONRY
GA.	GAUGE	T.O.P.	TOP OF PLATE
GAR.	GARAGE	T.O.S.	TOP OF SLAB
G.D.	GARBAGE DISPOSAL	T.O.SHTG.	TOP OF SHEATHING
GFI	GROUND-FAULT-CIRCUIT-INTERRUPTER	T.O.T.	TOP OF TRUSS
		T.O.W.	TOP OF WALL
G.I.	GALVANIZED IRON	TPH	TOILET PAPER HOLDER
GL.	GLASS	T.R.	TOWEL RING
G.L.B.	GLUED LAMINATED BEAM	TR.	TREAD/RISER
GND.	GROUND	TRANS.	TRANSFORMER
GR.	GRADE	TV	TELEVISION
G.S.M. GYP. BD.	GALVANIZED SHEET METAL GYPSUM BOARD	TYP.	TYPICAL
H.	HIGH / HIP	U.B.C.	UNIFORM BUILDING CODE
H.B.	HOSE BIB	U.L.	UNDERWRITERS LABORATORY
H.C.	HOLLOW CORE / HUMIDISTAT CONTROL	U.M.C.	UNIFORM MECHANICAL CODE
		U.N.O.	UNLESS NOTED OTHERWISE
HDR.	HEADER	U.P.C.	UNIFORM PLUMBING CODE
H.E.	HIGH EFFICACY	USB	UNIVERSAL SERIAL BUS
HGT.	HEIGHT		
HOR.	HORIZONTAL	V.	VINYL, FLOOR / VOLT / VALLEY
H.P.W.H.	HEAT PUMP WATER HEATER		
HR.	HOUR	V.C.	VENTILATION CONTROL
HS.	HARD SURFACE	VENT.	VENTILATION
HT.	HEIGHT	VERT.	VERTICAL
HVAC	HEATING, VENTILATION & AIR CONDITIONING	VEST.	VESTIBULE
		VHFHSZ	VERY HIGH FIRE HAZARD SEVERITY ZONE
H.W.	HOT WATER		
IBC	INTERNATIONAL BUILDING CODE	VOL.	VOLUME
ICC	INTERNATIONAL CODE COUNCIL	V.R.	VAPOR RESISTANT
I.D.	INSIDE DIAMETER	V.S.	VACANCY SENSOR
IN.	INCH	V.P.	VAPOR PROOF
INSUL.	INSULATION	V.T.O.	VENT TO OUTSIDE
INT.	INTERIOR	V.T.R.	VENT THROUGH ROOF
IRC	INTERNATIONAL RESIDENTIAL CODE	W.	WITH
		W/H	WATER HEATER
J.	JUNCTION BOX	W.	WEST / WIDE / WIDTH / WASHER / WATT
JST.	JOIST		
JT.	JOINT	WD.	WOOD
		W.I.	WROUGHT IRON
KIT.	KITCHEN	W.I.C.	WALK-IN CLOSET
		WIND.	WINDOW
L.	LENGTH/LONG	W.P.	WATERPROOF
L.G.	LOWEST ADJACENT GRADE	W.R.	WATER RESISTANT
LAV.	LAVATORY	W.R.B.	WATER-RESISTIVE BARRIER
LNDRY	LAUNDRY	WT.	WEIGHT

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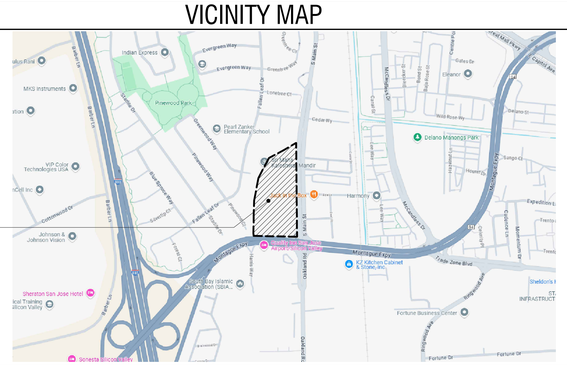
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NOTE: ALL CONSULTANT DRAWINGS ACCOMPANYING THESE ARCHITECTURAL DRAWINGS HAVE NOT BEEN PREPARED BY OR UNDER THE DIRECTION OF WHA; THEREFORE WHA ASSUMES NO LIABILITY FOR THE COMPLETENESS OR CORRECTNESS OF THE DRAWINGS.

VICINITY MAP

1601-1765 SOUTH MAIN STREET
PLANNED DEVELOPMENT AREA



MAP NOT TO SCALE

NORTH

ARCHITECTS . PLANNERS . DESIGNERS
WHA.
ORANGE COUNTY . LOS ANGELES . BAY AREA

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TRACT NO.

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11/07/2025	A0.00

BUILDING AND DWELLING UNIT AREA SUMMARY

DWELLING UNIT FLOOR AREA SUMMARY

UNIT PLAN NO.	GROSS DWELLING UNIT (R-2)				TOTAL UNITS ON SITE	GROSS COVERED PORCH/DECK (R-2)				UNCOVERED DECK TOTAL	GROSS DWELLING (R-2)	GROSS GARAGE (U)	GROSS TOTAL UNIT
	1ST	2ND	3RD	TOTAL		1ST	2ND	3RD	TOTAL				
1A	139	663	648	1450	7		62		62		**1512**	435	**1947**
1AX	139	663	648	1450	4		62		62		**1512**	435	**1947**
2A	266	677	668	1611	0	14	54		68		**1679**	472	**2151**
2A ADA	266	677	668	1611	11	14	54		68		**1679**	472	**2151**
3A	193	713	767	1673	38	11	90		101		**1774**	489	**2263**
3A ADA	193	713	767	1673	0	11	90		101		**1774**	489	**2263**
4A	397	826	881	2104	21	118	118		236		**2340**	447	**2787**
5A	401	866	902	2169	10	139	115		254		**2423**	441	**2864**
5X	401	866	902	2169	7	139	115		254		**2423**	441	**2864**
6A	427	933	980	2340	4	134	134		268		**2608**	444	**3052**
					102								

NOTE: SQUARE FOOTAGE MAY VARY DUE TO CALCULATION METHOD.

BUILDING FLOOR AREA SUMMARY

BLDG. TYPE	HEIGHT (STORIES)	TOTAL BLDGS. ON SITE	GROSS DWELLING UNIT AREA PER BUILDING (R-2)									GROSS COVERED PORCH/DECK (R-2)				TOTAL GROSS PER FLOOR (R-2)			**TOTAL GROSS (R-2)**	GROSS GARAGE AREA (U)			**TOTAL GROSS (U)**	**TOTAL GROSS AREA (R-2+U)**
			1ST	1ST MISC.	1ST (SUBTOTAL)	2ND	2ND MISC.	2ND (SUBTOTAL)	3RD	3RD MISC.	3RD (SUBTOTAL)	TOTAL UNIT AREA (R-2)	1ST	2ND	3RD	TOTAL AREA	1ST	2ND	3RD		GARAGE	GARAGE MISC.	UTILITY		
100	3	7	1778	66	1844	4697	46	4743	4986	53	5039	11626	429	618	0	1047	2273	5361	5039	**12673**	2796	316	62	**3174**	**15847**
200	3	3	2179	51	2230	5997	56	6053	6281	77	6358	14641	422	737	0	1159	2652	6790	6358	**15800**	3709	379	76	**4164**	**19964**
300	3	4	2417	36	2453	6691	62	6753	6908	93	7001	16207	420	782	0	1202	2873	7535	7001	**17409**	4130	399	134	**4663**	**22072**

MISCELLANEOUS (MISC.) FLOOR AREA REFERS TO AIR SPACE, INTERIOR WALLS, PARTY WALLS, UNUSABLE AREA WITHOUT WALLS UNDER THE HORIZONTAL PROJECTION OF THE ROOF OR FLOOR ABOVE, ETC. THAT ARE INCLUDED IN THE OVERALL GROSS BUILDING FLOOR AREA CALCULATIONS BUT NOT INCLUDED IN THE DWELLING UNIT FLOOR

"COVERED PORCH/DECK" INCLUDES ALL USABLE AREA UNDER THE HORIZONTAL PROJECTION OF THE ROOF OR FLOOR

NOTE: SQUARE FOOTAGE MAY VARY DUE TO CALCULATION METHOD.

"COVERED PORCH/DECK" INCLUDES ALL USABLE AREAS OF THE BUILDING OR PORTION THEREOF NOT PROVIDED WITH SURROUNDING EXTERIOR WALLS UNDER THE HORIZONTAL PROJECTION OF THE ROOF OR FLOOR ABOVE.

GROSS UNIT SQUARE FEET: PER C.B.C. 202 DEFINITION, FLOOR AREA WITHIN THE INSIDE PERIMETER OF THE EXTERIOR WALLS OF THE BUILDING UNDER CONSIDERATION, EXCLUSIVE OF VENT SHAFTS AND COURTS, WITHOUT DEDUCTION OF CORRIDORS, STAIRWAYS, CLOSETS, THE THICKNESS OF INTERIOR WALLS, COLUMNS OR OTHER FEATURES. THE FLOOR AREA OF A BUILDING, OR PORTION THEREOF, NOT PROVIDED WITH SURROUNDING EXTERIOR WALLS SHALL BE THE USEABLE AREA UNDER THE HORIZONTAL PROJECTION OF THE ROOF OR FLOOR ABOVE. THE GROSS FLOOR AREA SHALL NOT INCLUDE SHAFTS WITH NO OPENINGS OR INTERIOR COURTS.

HABITABLE LIVING SQUARE FEET: TOTAL SQUARE FEET OF UNIT AREA EXCLUDING, CLOSETS, BATHROOMS, HALLS, DECKS/PATIOS/BALCONIES, UTILITY ROOMS, STAIR SHAFTS AND GARAGES. TOTAL HABITABLE SPACE (ROOM) SECTION 209 - H.

BUILDING AREA: THE AREA INCLUDED WITHIN SURROUNDING EXTERIOR WALLS (OR EXTERIOR WALLS AND FIRE WALLS) EXCLUSIVE OF VENT SHAFTS AND COURTS. AREAS OF THE BUILDING NOT PROVIDED WITH SURROUNDING WALLS SHALL BE INCLUDED IN THE BUILDING AREA IF SUCH AREAS ARE INCLUDED WITHIN THE HORIZONTAL PROJECTION OF THE ROOF OR FLOOR ABOVE.

REFER TO SHEET A0.14 FOR AREA MODIFICATION AND FRONTAGE CALCULATIONS.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO CALCULATION METHOD.

1. DWELLING UNIT AND BUILDING FLOOR AREA HAS BEEN CALCULATED TO THE OUTSIDE PERIMETER OF EXTERIOR WALLS, EXCLUSIVE OF VOID SPACES, WITHOUT DEDUCTION OF CORRIDORS, STAIRWAYS, CLOSETS, THE THICKNESS OF INTERIOR WALLS, COLUMNS OR OTHER FEATURES.
2. PER C.B.C. DEFINITIONS OF GROSS FLOOR AREA, THE USABLE FLOOR AREA OF COVERED PORCHES/DECKS AND AREAS NOT PROVIDED WITH SURROUNDING EXTERIOR WALLS HAVE BEEN CALCULATED TO THE PROJECTION OF THE ROOF OR FLOOR ABOVE; UNCOVERED DECKS AND AREAS WITHOUT A ROOF OR FLOOR ABOVE ARE NOT INCLUDED IN THE DWELLING UNIT AND BUILDING FLOOR AREA CALCULATIONS.
3. MISCELLANEOUS (MISC.) FLOOR AREA REFERS TO AIR SPACE, INTERIOR WALLS, PARTY WALLS, ETC. THAT ARE INCLUDED IN THE OVERALL GROSS BUILDING FLOOR AREA CALCULATIONS BUT NOT COVERED BY DWELLING UNIT FLOOR AREAS.

UNIT MATRIX

UNIT PLAN NO.	BUILDING 1	2	3	4	5	6	7	8	9	10	11	12	13	14
	300	300	300	100	100	100	300	100	100	100	100	200	200	200
1A	1	1	1				1					1	1	1
1AX	1	1	1				1							
2A														
2A ADA	2	2	2				2					1	1	1
3A	2	2	2	3	3	3	2	3	3	3	3	3	3	3
3A ADA														
4A	2	2	2	1	1	1	2	1	1	1	1	2	2	2
5A				1	1	1		1	1	1	1	1	1	1
5X				1	1	1		1	1	1	1			
6A	1	1	1				1							
TOTAL	**9**	**9**	**9**	**6**	**6**	**6**	**9**	**6**	**6**	**6**	**6**	**8**	**8**	**8**

BLDG. TYPE	TOTAL BLDGS. ON SITE	TOTAL UNITS/ BLDG.	TOTAL UNITS ON SITE
100	7	6	42
200	3	8	24
300	4	9	36
TOTAL	**14**		**102**

UNIT ROOM COUNT

UNIT NO.	BED.	BATH	POWDER	LOFT/ OFFICE
1A	2	2	1	0
1AX	2	2	1	0
2A	2	2	1	0
2A ADA	2	2	1	0
3A	2	2	1	0
3A ADA	2	2	1	0
4A	3	3	1	0
5A	3	3	1	1
5X	3	3	1	1
6A	3	3	1	1

ARCHITECTS . PLANNERS . DESIGNERS
WHA.
ORANGE COUNTY . LOS ANGELES . BAY AREA

PulteGroup

TRACT NO.

COVE AT FUSION

ATTACHED DWELLING UNITS
1601-1765 SOUTH MAIN STREET
MILPITAS, CA

PULTE GROUP
PLEASANTON, CA

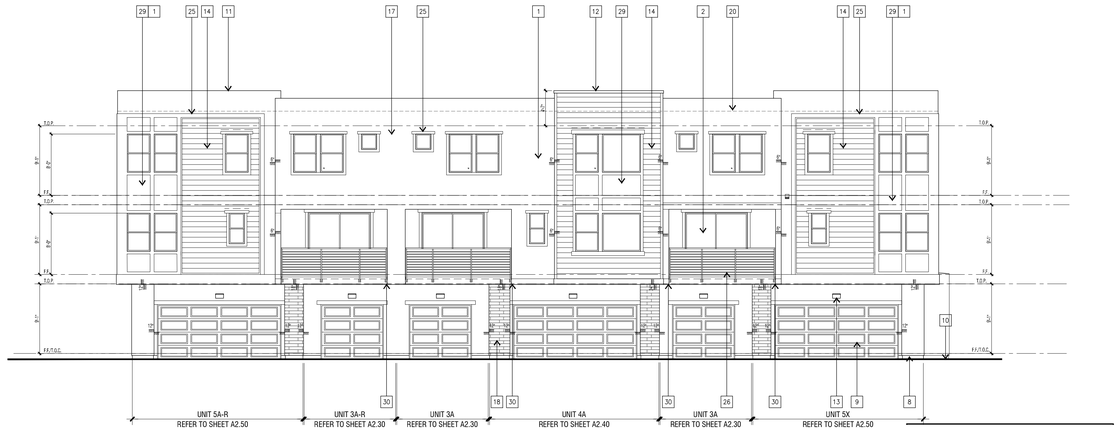
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DO NOT SCALE PLANS

REVISIONS

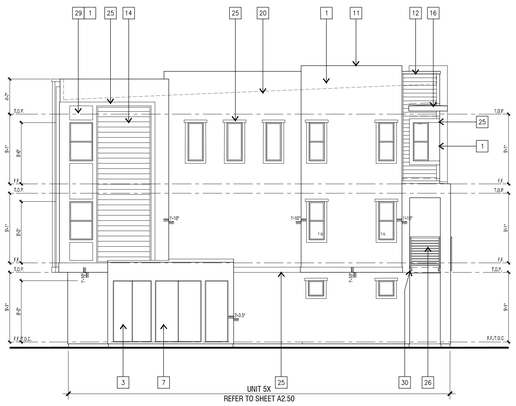
NO.	DATE	DESCRIPTION

BUILDING AND DWELLING UNIT AREA SUMMARY

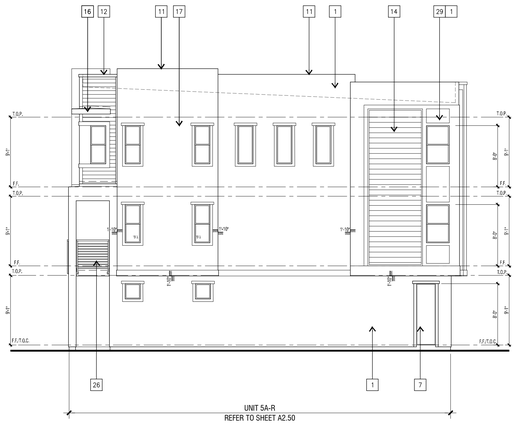
PROJECT MANAGER :	KH
DESIGNER :	-
DRAWN BY :	
REVIEWED BY :	
1ST BLDG. DEPT. SUBMITTAL :	
ISSUED FOR CONSTRUCTION :	
JOB NUMBER :	2025026
CAD FILE NAME :	25025_A0-11
SHEET SCALE:	N.T.S.
DATE: 11/07/2025	SHEET: A0.11



BUILDING TYPE 100 : REAR ELEVATION | 4



BUILDING TYPE 100 : LEFT ELEVATION | 3



BUILDING TYPE 100 : RIGHT ELEVATION | 2



BUILDING TYPE 100 : FRONT ELEVATION | 1

KEYNOTES

1. 3-COAT STUCCO - 16/20 FINISH - SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION
2. SLIDING GLASS DOOR, REFER TO UNIT PLANS
3. METER CLOSET PER PLANS - VERIFY UTILITY PANELS/METERS LOCATION(S) WITH UTILITY COMPANIES. COORDINATE WITH THE FIRE ALARM CONTRACTOR TO PROVIDE THE REQUIRED ACCESS AND WORKING CLEARANCE TO THE ELECTRICAL PANEL.
4. METAL DOWNSPOUT, TYPICAL - DOWNSPOUT TO BE PAINTED TO MATCH ADJACENT MATERIAL
5. SCUPPER WITH OVERFLOW, PAINTED TO MATCH ADJACENT MATERIAL
6. MANUFACTURED WINDOW(S) PER WINDOW SCHEDULE
7. EXTERIOR DOOR PER DOOR SCHEDULE
8. STUCCO WEEP SCREED
9. GARAGE DOOR PER DOOR SCHEDULE
10. FINISHED GRADE - REFER TO CIVIL DRAWINGS FOR SLOPES AND FURTHER GRADE INFORMATION
11. EXTERIOR PLASTER PARAPET W/ METAL FLASHING
12. LAP SIDING PARAPET W/ METAL FLASHING
13. ILLUMINATED UNIT ADDRESS, VISIBLE AND LEGIBLE FROM THE STREET
14. FIBER CEMENT LAP SIDING, "HARDIEPLANK" BY JAMES HARDIE OR APPROVED EQUAL, 8" EXPOSURE
15. VENT, REFER TO MECHANICAL DRAWINGS
16. STUCCO OVER WOOD FRAMED AWNING
17. STUCCO CONTROL JOINT
18. THIN-SET BRICK VENEER - INSTALL PER MANUFACTURER'S INSTRUCTIONS. ADHERED MASONRY VENEER REQUIREMENTS PER CRC SECTION R703.12 OR CBC SECTION 1404.10.
19. MINI SPLIT CONDENSER LOCATION, REFER TO MECHANICAL DRAWINGS FOR ADDITIONAL INFORMATION
20. LINE OF ROOF BEYOND
21. FIRE RISER CLOSET SHALL HAVE IDENTIFICATION SIGNAGE WITH A MINIMUM HEIGHT OF 2" LETTERS WITH APPROPRIATE STROKE AND SHALL BE CONSTRUCTED OF DURABLE MATERIALS, PERMANENTLY INSTALLED AND READILY VISIBLE.
22. NOT USED
23. NOT USED
24. SIDING AT FOUNDATION
25. STUCCO OVER FOAM TRIM OR COMPOSITE TRIM AT SIDING 2" DEPTH
26. +42" HIGH METAL GUARD RAILING
27. WALL PACK
28. MASTER BUILDING ADDRESS REFLECTING BUILDING ADDRESS AND UNITS WITHIN BUILDING WITH 4" MIN. HEIGHT LETTERS/NUMBERS WITH EXTERIOR WALL PACK ,
29. COMPOSITE PANEL AT FIBERCEMENT SIDING, STUCCO PANEL AT STUCCO CLAD WALLS.
30. METAL CHANNEL

ARCHITECTS . PLANNERS . DESIGNERS
WHA.
ORANGE COUNTY . LOS ANGELES . BAY AREA

PulteGroup

TRACT NO.

COVE AT FUSION

ATTACHED DWELLING UNITS
1601-1765 SOUTH MAIN STREET
MILPITAS, CA

PULTE GROUP
PLEASANTON, CA

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DO NOT SCALE PLANS

REVISIONS

NO.	DATE	DESCRIPTION

BUILDING TYPE 100 EXTERIOR ELEVATIONS

PROJECT MANAGER :	KH
DESIGNER :	-
DRAWN BY :	
REVIEWED BY :	
1ST BLDG. DEPT. SUBMITTAL :	
ISSUED FOR CONSTRUCTION :	
JOB NUMBER :	2025026
CAD FILE NAME :	25025_A1-13
SHEET SCALE:	1/8" = 1'-0"
DATE: 11/07/2025	SHEET: A1.13



BUILDING TYPE 100 : REAR ELEVATION | 4



BUILDING TYPE 100 : LEFT ELEVATION | 3



BUILDING TYPE 100 : RIGHT ELEVATION | 2



BUILDING TYPE 100 : FRONT ELEVATION | 1

COLOR AND MATERIAL SCHEME -1

Stucco-1 (Light)	SW 7008
HORIZONTAL SIDING	SW 7652
Stucco-2 (Dark)	SW 7051
FASCIA, BALCONY RAILINGS, `	SW 7076 Cyberspace, Interior / Exterior, Locator Number: 235-C7
GARAGE DOOR	SW 6150
ENTRY DOOR	SW 6116
STUCCO PANEL AT STUCCO WALL	SW 9554
ELDORADO STONE	SEA CLIFF™

WINDOW FRAME TO BE VINYL CAPSTOCK BLACK.

LIGHT FIXTURE AT PORCH AND UNCOVERED BALCONY



ADDRESS LIGHT FIXTURE





Entry Doors
ThermaTru
Pulse Linea 8' S81LCL



BLACK CAPSTOCK VINYL WINDOW FRAME MILGARD OR EQUAL

ARCHITECTS . PLANNERS . DESIGNERS
WHA.
ORANGE COUNTY . LOS ANGELES . BAY AREA

PulteGroup

TRACT NO.

COVE AT FUSION

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PLEASANTON, CA

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DO NOT SCALE PLANS

REVISIONS

NO.	DATE	DESCRIPTION

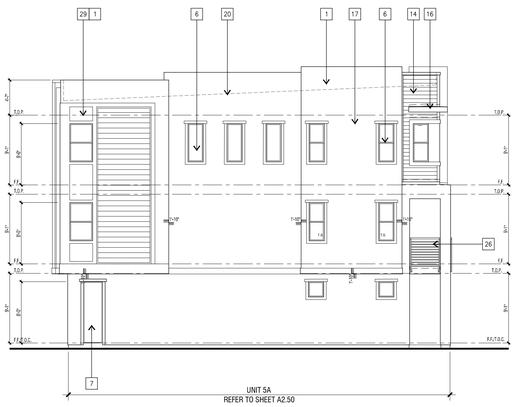
BUILDING TYPE 100 EXTERIOR ELEVATIONS

PROJECT MANAGER :	KH
DESIGNER :	-
DRAWN BY :	
REVIEWED BY :	
1ST BLDG. DEPT. SUBMITTAL :	
ISSUED FOR CONSTRUCTION :	
JOB NUMBER :	2025026
CAD FILE NAME :	CLEAN_25025_A1-13
SHEET SCALE:	1/8" = 1'-0"
DATE:	SHEET:
3/5/2025	A1.13R



NOTE: THE COLOR AND MATERIAL NOTATIONS MATCH THE APPROVED PLANNING SET.

BUILDING TYPE 200 : REAR ELEVATION | 4



BUILDING TYPE 200 : LEFT ELEVATION | 3



BUILDING TYPE 200 : RIGHT ELEVATION | 2



BUILDING TYPE 200 : FRONT ELEVATION | 1

KEYNOTES

1. 3-COAT STUCCO - 16/20 FINISH - SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION
2. SLIDING GLASS DOOR, REFER TO UNIT PLANS
3. METER CLOSET PER PLANS - VERIFY UTILITY PANELS/METERS LOCATION(S) WITH UTILITY COMPANIES. COORDINATE WITH THE FIRE ALARM CONTRACTOR TO PROVIDE THE REQUIRED ACCESS AND WORKING CLEARANCE TO THE ELECTRICAL PANEL.
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7. EXTERIOR DOOR PER DOOR SCHEDULE
8. STUCCO WEEP SCREED
9. GARAGE DOOR PER DOOR SCHEDULE
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11. EXTERIOR PLASTER PARAPET W/ METAL FLASHING
12. LAP SIDING PARAPET W/ METAL FLASHING
13. ILLUMINATED UNIT ADDRESS, VISIBLE AND LEGIBLE FROM THE STREET
14. FIBER CEMENT LAP SIDING, "HARDIEPLANK" BY JAMES HARDIE OR APPROVED EQUAL, 8" EXPOSURE
15. VENT, REFER TO MECHANICAL DRAWINGS
16. STUCCO OVER WOOD FRAMED AWNING
17. STUCCO CONTROL JOINT
18. THIN-SET BRICK VENEER - INSTALL PER MANUFACTURER'S INSTRUCTIONS. ADHERED MASONRY VENEER REQUIREMENTS PER CRC SECTION R703.12 OR CBC SECTION 1404.10.
19. MINI SPLIT CONDENSER LOCATION, REFER TO MECHANICAL DRAWINGS FOR ADDITIONAL INFORMATION
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23. NOT USED
24. SIDING AT FOUNDATION
25. STUCCO OVER FOAM TRIM OR COMPOSITE TRIM AT SIDING 2" DEPTH
26. +42" HIGH METAL GUARD RAILING
27. WALL PACK
28. MASTER BUILDING ADDRESS REFLECTING BUILDING ADDRESS AND UNITS WITHIN BUILDING WITH 4" MIN. HEIGHT LETTERS/NUMBERS WITH EXTERIOR WALL PACK ,
29. COMPOSITE PANEL AT FIBERCEMENT SIDING, STUCCO PANEL AT STUCCO CLAD WALLS.
30. METAL CHANNEL

ARCHITECTS . PLANNERS . DESIGNERS
WHA.
ORANGE COUNTY . LOS ANGELES . BAY AREA

PulteGroup

TRACT NO.

COVE AT FUSION
ATTACHED DWELLING UNITS
1601-1765 SOUTH MAIN STREET
MILPITAS, CA

PULTE GROUP
PLEASANTON, CA

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DO NOT SCALE PLANS

REVISIONS

NO.	DATE	DESCRIPTION

BUILDING TYPE 200
EXTERIOR ELEVATIONS

PROJECT MANAGER :	KH
DESIGNER :	-
DRAWN BY :	
REVIEWED BY :	
1ST BLDG. DEPT. SUBMITTAL :	
ISSUED FOR CONSTRUCTION :	
JOB NUMBER :	2025026
CAD FILE NAME :	25025_A1-23
SHEET SCALE:	1/8" = 1'-0"
DATE: 11/07/2025	SHEET: A1.23



BUILDING TYPE 200 : REAR ELEVATION | 4



BUILDING TYPE 200 : LEFT ELEVATION | 3



BUILDING TYPE 200 : RIGHT ELEVATION | 2



BUILDING TYPE 200 : FRONT ELEVATION | 1

COLOR AND MATERIAL SCHEME -2

Stucco-1 (Light)	SW 7008
HORIZONTAL SIDING	SW 7051
Stucco-2 (Dark)	SW 7018
FASCIA, BALCONY RAILINGS,	SW 9565 Forged Steel
GARAGE DOOR	SW 9152
STUCCO PANEL AT STUCCO WALL	SW 9152
ELDORADO STONE	OYSTER
ENTRY DOOR	SW 6116

LIGHT FIXTURE AT PORCH AND UNCOVERED BALCONY



ADDRESS LIGHT FIXTURE





Entry Doors
ThermaTru
Pulse Linea 8' S81LCL



BLACK CAPSTOCK VINYL WINDOW FRAME MILGARD OR EQUAL

ARCHITECTS . PLANNERS . DESIGNERS
WHA.
ORANGE COUNTY . LOS ANGELES . BAY AREA

PulteGroup

TRACT NO.

COVE AT FUSION

ATTACHED DWELLING UNITS
1601-1765 SOUTH MAIN STREET
MILPITAS, CA

PULTE GROUP
PLEASANTON, CA

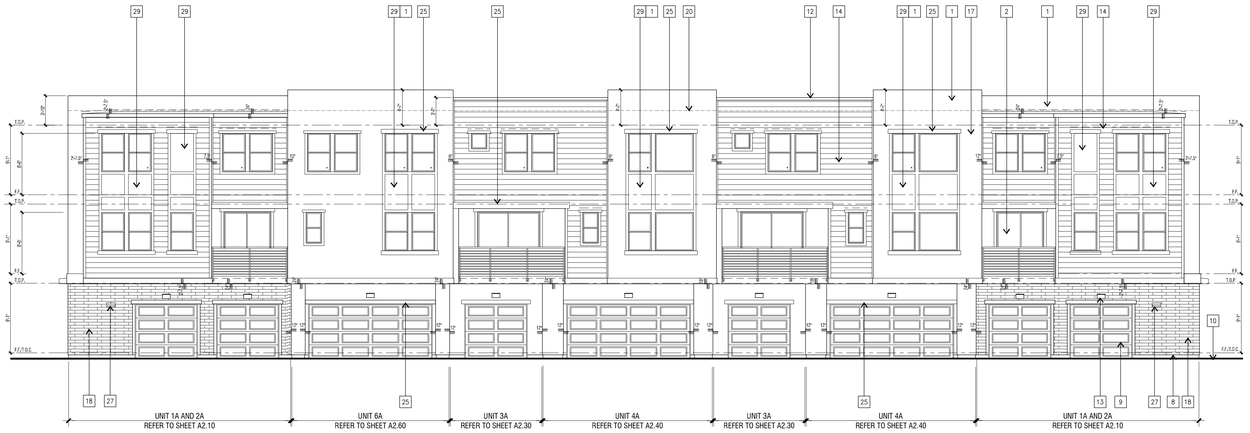
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REVISIONS

NO.	DATE	DESCRIPTION

BUILDING TYPE 200 EXTERIOR ELEVATIONS

PROJECT MANAGER :	KH
DESIGNER :	-
DRAWN BY :	
REVIEWED BY :	
1ST BLDG. DEPT. SUBMITTAL :	
ISSUED FOR CONSTRUCTION :	
JOB NUMBER :	2025026
CAD FILE NAME :	CLEAN_25025_A1-23
SHEET SCALE:	1/8" = 1'-0"
DATE: 3/5/2025	SHEET: A1.23R



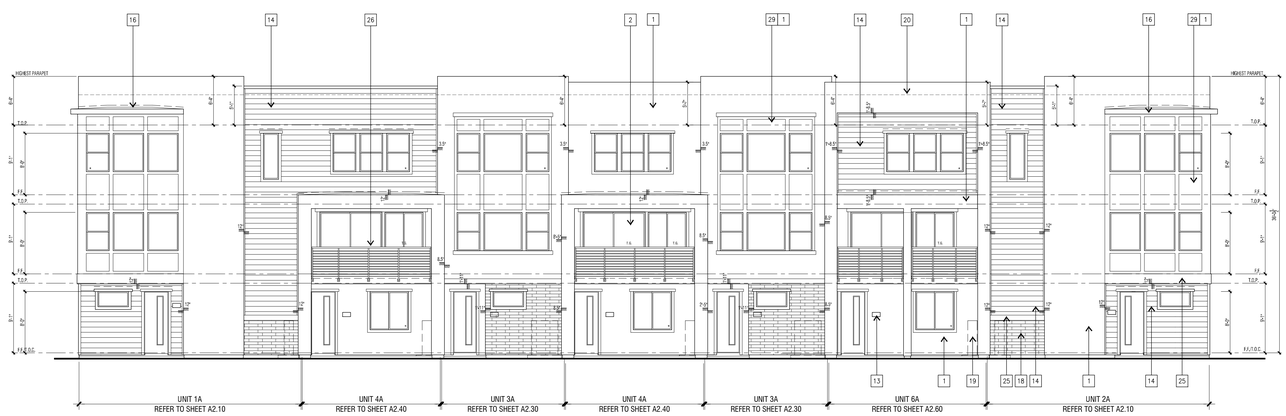
BUILDING TYPE 300 : REAR ELEVATION | 4



BUILDING TYPE 300 : LEFT ELEVATION | 3



BUILDING TYPE 300 : RIGHT ELEVATION | 2



BUILDING TYPE 300 : FRONT ELEVATION | 1

KEYNOTES

1. 3-COAT STUCCO - 16/20 FINISH - SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION
2. SLIDING GLASS DOOR, REFER TO UNIT PLANS
3. METER CLOSET PER PLANS - VERIFY UTILITY PANELS/METERS LOCATION(S) WITH UTILITY COMPANIES. COORDINATE WITH THE FIRE ALARM CONTRACTOR TO PROVIDE THE REQUIRED ACCESS AND WORKING CLEARANCE TO THE ELECTRICAL PANEL.
4. METAL DOWNSPOUT, TYPICAL - DOWNSPOUT TO BE PAINTED TO MATCH ADJACENT MATERIAL
5. SCUPPER WITH OVERFLOW, PAINTED TO MATCH ADJACENT MATERIAL
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7. EXTERIOR DOOR PER DOOR SCHEDULE
8. STUCCO WEEP SCREED
9. GARAGE DOOR PER DOOR SCHEDULE
10. FINISHED GRADE - REFER TO CIVIL DRAWINGS FOR SLOPES AND FURTHER GRADE INFORMATION
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12. LAP SIDING PARAPET W/ METAL FLASHING
13. ILLUMINATED UNIT ADDRESS, VISIBLE AND LEGIBLE FROM THE STREET
14. FIBER CEMENT LAP SIDING, "HARDIEPLANK" BY JAMES HARDIE OR APPROVED EQUAL, 8" EXPOSURE
15. VENT, REFER TO MECHANICAL DRAWINGS
16. STUCCO OVER WOOD FRAMED AWNING
17. STUCCO CONTROL JOINT
18. THIN-SET BRICK VENEER - INSTALL PER MANUFACTURER'S INSTRUCTIONS. ADHERED MASONRY VENEER REQUIREMENTS PER CRC SECTION R703.12 OR CBC SECTION 1404.10.
19. MINI SPLIT CONDENSER LOCATION, REFER TO MECHANICAL DRAWINGS FOR ADDITIONAL INFORMATION
20. LINE OF ROOF BEYOND
21. FIRE RISER CLOSET SHALL HAVE IDENTIFICATION SIGNAGE WITH A MINIMUM HEIGHT OF 2" LETTERS WITH APPROPRIATE STROKE AND SHALL BE CONSTRUCTED OF DURABLE MATERIALS, PERMANENTLY INSTALLED AND READILY VISIBLE.
22. NOT USED
23. NOT USED
24. SIDING AT FOUNDATION
25. STUCCO OVER FOAM TRIM OR COMPOSITE TRIM AT SIDING 2" DEPTH
26. +42" HIGH METAL GUARD RAILING
27. WALL PACK
28. MASTER BUILDING ADDRESS REFLECTING BUILDING ADDRESS AND UNITS WITHIN BUILDING WITH 4" MIN. HEIGHT LETTERS/NUMBERS WITH EXTERIOR WALL PACK ,
29. COMPOSITE PANEL AT FIBERCEMENT SIDING, STUCCO PANEL AT STUCCO CLAD WALLS.
30. METAL CHANNEL

ARCHITECTS . PLANNERS . DESIGNERS
WHA.
ORANGE COUNTY . LOS ANGELES . BAY AREA

PulteGroup

TRACT NO.

COVE AT FUSION
ATTACHED DWELLING UNITS
1601-1765 SOUTH MAIN STREET
MILPITAS, CA

PULTE GROUP
PLEASANTON, CA

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DO NOT SCALE PLANS

REVISIONS

NO.	DATE	DESCRIPTION

BUILDING TYPE 300 EXTERIOR ELEVATIONS

PROJECT MANAGER :	KH
DESIGNER :	-
DRAWN BY :	
REVIEWED BY :	
1ST BLDG. DEPT. SUBMITTAL :	
ISSUED FOR CONSTRUCTION :	
JOB NUMBER :	2025026
CAD FILE NAME :	25025_A1-33
SHEET SCALE:	1/8" = 1'-0"
DATE: 11/07/2025	SHEET: A1.33



BUILDING TYPE 300 : REAR ELEVATION | 4



BUILDING TYPE 300 : LEFT ELEVATION | 3



BUILDING TYPE 300 : RIGHT ELEVATION | 2



BUILDING TYPE 300 : FRONT ELEVATION | 1

COLOR AND MATERIAL SCHEME -1

Stucco-1 (Light)	SW 7008
HORIZONTAL SIDING	SW 7652
Stucco-2 (Dark)	SW 7051
FASCIA, BALCONY RAILINGS,	SW 7076 Cyberspace, Interior / Exterior, Locator Number: 235-C7
GARAGE DOOR	SW 6150
ENTRY DOOR	SW 6116
STUCCO PANEL AT STUCCO WALL	SW 9554

ELDORADO STONE



WINDOW FRAME TO BE VINYL CAPSTOCK BLACK.

LIGHT FIXTURE AT PORCH AND UNCOVERED BALCONY



ADDRESS LIGHT FIXTURE





Entry Doors
ThermaTru
Pulse Linea 8' S81LCL



BLACK CAPSTOCK VINYL WINDOW FRAME MILGARD OR EQUAL

ARCHITECTS . PLANNERS . DESIGNERS
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ORANGE COUNTY . LOS ANGELES . BAY AREA

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NO.	DATE	DESCRIPTION

BUILDING TYPE 300 EXTERIOR ELEVATIONS

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DESIGNER :	-
DRAWN BY :	
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1ST BLDG. DEPT. SUBMITTAL :	
ISSUED FOR CONSTRUCTION :	
JOB NUMBER :	2025026
CAD FILE NAME :	CLEAN_25025_A1-33
SHEET SCALE:	1/8" = 1'-0"
DATE: 3/5/2025	SHEET: A1.33R

VERA AT FUSION

STACKED ATTACHED DWELLING UNITS
1601 - 1765 SOUTH MAIN STREET
MILPITAS, CALIFORNIA

PULTE GROUP
4511 WILLOW ROAD, SUITE #8
PLEASANTON, CA 94588
PHONE: 925-250-7608



ALL ELECTRIC
THIS PROJECT IS ALL ELECTRIC. NO GAS ON SITE.

ROOF DECK SPECIAL INSPECTION REQUIRED
PER CITY POLICY BOP-BLG 40 SPECIAL INSPECTION BY A CITY APPROVED SPECIAL INSPECTOR IS REQUIRED FOR THE INSPECTION OF THE MATERIALS AND SYSTEMS OF THE IMPERVIOUS MOISTURE BARRIER.

CONSULTANTS

ARCHITECT
WILLIAM HEZMALHALCH ARCHITECTS, INC.
200 COMMERCE, SUITE 200
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CONTACT PERSON

THE OWNER/DEVELOPER HAS DESIGNATED THE FOLLOWING CONTACT PERSON WITH THE AUTHORITY TO ACT ON BEHALF OF THE OWNER TO COORDINATE AND PROVIDE CONSISTENCY FOR ALL THE PLANS REQUIRED FOR THE PROJECT INCLUDING LANDSCAPE, GRADING, PEDESTRIAN PROTECTION, ARCHITECTURE, STRUCTURAL, ELECTRICAL, MECHANICAL, AND PLUMBING PER C.B.C. 108.2 AND 107.3.4.1.

CONTACT:
NITAL MEHTA POSITION: PROJECT MANAGER: WEST ZONE, NOR CAL
ADDRESS:
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PHONE:
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DESCRIPTION OF SCOPE

THIS PROJECT CONSISTS OF FIFTEEN (15) 4-STORY RESIDENTIAL BUILDINGS. BUILDING TYPES COMPRISED OF TEN (10), TWELVE (12), AND FOURTEEN (14) DWELLING UNITS IN EACH BUILDING FOR A TOTAL OF ONE-HUNDRED SEVENTY (170) ATTACHED MULTI-STORY DWELLING UNITS ON THE SITE. THESE DWELLING UNITS DO NOT INCLUDE ADU'S. THE PROJECT INCLUDES SEVENTEEN (17) ADAPTABLE UNITS.

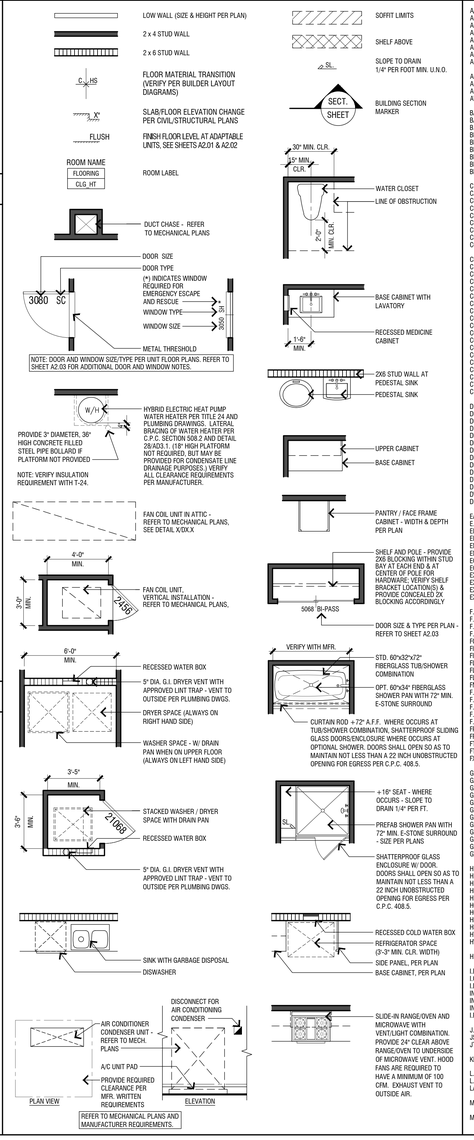
THIS PROJECT DOES NOT UTILIZE PUBLIC FUNDING, DOES NOT QUALIFY AS PUBLIC ACCOMMODATIONS, DOES NOT HAVE PUBLIC USE AREAS, AND IS NOT PUBLIC HOUSING PER C.B.C. CHAPTER 2 DEFINITION.

BUILDING TYPES:
- BUILDING TYPE 400 (10-PLEX)
- BUILDING TYPE 500 (12-PLEX)
- BUILDING TYPE 600 (14-PLEX)

UNIT PLAN TYPES
- UNIT PLAN 1A/1X/1Y
- UNIT PLAN 2A & ADAPTABLE PLAN 2A
- UNIT PLAN 3A & ADAPTABLE PLAN 3A
- UNIT PLAN 4A
- UNIT PLAN 5A
- UNIT PLANS 6A
- UNIT PLANS 7A/7B/7C
- UNIT PLANS 8A/8X/8Y

OCCUPANCY: R-2 / U
CONSTRUCTION: TYPE VA
SPRINKLERS: NFPA 13

ARCHITECTURAL SYMBOL LEGEND



ABBREVIATIONS

A/C	AIR CONDITIONING	M.C.	MEDICINE CABINET
ABV.	ABOVE	MAS.	MASONRY
ADJ.	ADJUSTABLE	MAT.	MATERIAL
AFCI	ARC-FAULT CIRCUIT INTERRUPTER	MAX.	MAXIMUM
A.F.F.	ABOVE FINISH FLOOR	MECH.	MECHANICAL
AL.	ALUMINUM	MEMB.	MEMBRANE
ALT.	ALTERNATE	MFR.	MANUFACTURER
A.N.S.I.	AMERICAN NATIONAL STANDARDS INSTITUTE	MIN.	MINIMUM
		MIR.	MIRROR
ARCH.	ARCHITECT / ARCHED	MISC.	MISCELLANEOUS
A.T.O.T.	AT TOP OF TRUSS	MTD.	MOUNTED
AUTO.	AUTOMATIC	MT.	METAL THRESHOLD
AW	AWNING	MTL.	METAL
BA.	BATH	N/A	NOT APPLICABLE
BALC.	BALCONY	NAT.	NATURAL
B.O.	BOTTOM OF	N.A.A.M.M.	NATIONAL ASSOCIATION OF ARCHITECTURAL METAL MANUFACTURERS
BD.	BOARD		
BDRM.	BEDROOM		
BLDG.	BUILDING		
BLK.	BLOCK	N.E.C.	NATIONAL ELECTRIC CODE
BLKG.	BLOCKING	N.F.P.A.	NATIONAL FIRE PROTECTION ASSOCIATION
BM.	BEAM		
C.	CARPET	N.F.V.A.	NET FREE VENT AREA
CAB.	CABINET	N.I.C.	NOT IN CONTRACT
CBC	CALIFORNIA BUILDING CODE	NO.	NUMBER
CEC	CALIFORNIA ELECTRICAL CODE	N.T.S.	NOT TO SCALE
CenC	CALIFORNIA ENERGY CODE		
CEM.	CEMENT	O/	OVER
CER.	CERAMIC	OBS.	OBSCURE
CFC	CALIFORNIA FIRE CODE	O.C.	ON CENTER
CGBSC	CALIFORNIA GREEN BUILDING STANDARDS CODE	O.D.	OUTSIDE DIAMETER
		OFF.	OFFICE
CHG.	CHANGE	OPNG.	OPENING
C.J.	CONTROL JOINT	OPP.	OPPOSITE
CL.	CENTER LINE	OPT.	OPTION/OPTIONAL
CLG.	CEILING	O.S.A.	OUTSIDE AIR
CLR.	CLEAR		
CM	CASEMENT	P.	PANTRY / POLE
CMC	CALIFORNIA MECHANICAL CODE	P.B.	PUSH BUTTON
C.O.	CASED OPENING	PED.	PEDESTAL
COL.	COLUMN	PEND.	PENDANT
COMP.	COMPOSITION / COMPACTOR	PERIM.	PERIMETER
CONC.	CONCRETE	PERP.	PERPENDICULAR
COND.	CONDITION / CONDENSER	PH	PHONE
CONST.	CONSTRUCTION	PL.	PLATE / PROPERTY LINE
CONT.	CONTINUOUS	P.LAM.	PLASTIC LAMINATE
CPC	CALIFORNIA PLUMBING CODE	PLUMB.	PLUMBING
CRC	CALIFORNIA RESIDENTIAL CODE	PLYWD.	PLYWOOD
C.R.	CURTAIN ROD/ CORROSION-RESISTANT	PR.	PAIR
CTR.	CENTER	PT.	POST-TENSIONED (SLAB)
C.W.	COLD WATER	P.T.	PRESSURE TREATED
		PWDR.	POWDER
D.	DRYER / DIMMER / DEPTH		
DET.	DETAIL	QTY.	QUANTITY
DBL.	DOUBLE		
D.F.	DOUGLAS FIR	R.	RISER / RIDGE
DIA.	DIAMETER	RAD.	RADIUS
DIAG.	DIAGONAL	R.D.	ROOF DRAIN
DIM.	DIMENSION	RD.	ROUND
DN.	DOWN	RECPT.	RECEPTACLE
DR.	DOOR	REF.	REFRIGERATOR / REFERENCE
D.S.	DOWNSPOUT	REG.	REGISTER
DTL.	DETAIL	REINF.	REINFORCEMENT
D.W.	DISHWASHER	REQ.	REQUIRED
DWG.	DRAWING	REV.	REVERSE / REVISION
D.Z.	DROP ZONE	R.O.	ROUGH OPENING
		RM.	ROOM
EA.	EACH		
E.J.	EXPANSION JOINT	SA.	SMOKE ALARM
ELEC.	ELECTRIC / ELECTRICAL	S.A.F.	SELF ADHERING FLASHING
ELEV.	ELEVATION	S.C.	SOLID CORE
ENCL.	ENCLOSURE	S.D.	SOAP DISH
ENH.	ENHANCED	S.F.D.	SINGLE FAMILY DETACHED
EQ.	EQUAL / EQUALLY	S.H.	SINGLE HUNG
EQUIP.	EQUIPMENT	SOV	SHUT-OFF VALVE
EX.	EXHAUST	S.T.C.	SOUND TRANSMISSION COEFFICIENT
EXIST.	EXISTING	SECT.	SECTION/SECTIONAL
EXP.	EXPOSED	SERV.	SERVICE
EXT.	EXTERIOR	SH	SINGLE HUNG
		SH	SHELF
F.	FAHRENHEIT / FLOOR / FINISH	SHLVS.	SHELVES
F.A.U.	FORCED AIR UNIT	SHT.	SHEET
F.F.	FINISH FLOOR	SHTG.	SHEATHING
F.G.	FINISH GRADE/FUEL GAS	SHWR.	SHOWER
FGL.	FIBERGLASS	SIM.	SIMILAR
FIN.	FINISH	SL.	SLIDER
FIX.	FIXTURE	SL.	SLOPE
FL.	FLUORESCENT	SPEC.	SPECIFICATION(S)
FLASH.	FLASHING	SQ.	SQUARE
FLR.	FLOOR	SQ. FT.	SQUARE FOOT
FND.	FOUNDATION	STD.	STANDARD
F.O.	FACE OF	STL.	STEEL
F.O.C.	FACE OF CONCRETE	STOR.	STORAGE
F.O.F.	FACE OF FINISH	STRUCT.	STRUCTURAL
F.O.M.	FACE OF MASONRY	SW.	SWITCH
F.O.S.	FACE OF STUD		
FP	FIXED PANEL / FIREPLACE	T.	TILE / TREAD
FR.	FRENCH	T&G	TONGUE & GROOVE
FT.	FOOT / FEET	T.B.	TOWEL BAR
FTG.	FOOTING	T.G.	TEMPERED GLASS
FX	FIXED	TEL.	TELEPHONE
		TEMP.	TEMPERED
G.	GALVANIZED	THK.	THICK
GA.	GAUGE	T.O.	TOP OF
GAR.	GARAGE	T.O.C.	TOP OF CONCRETE / TOP OF CURB
G.D.	GARBAGE DISPOSAL	T.O.M.	TOP OF MASONRY
GFI	GROUND FAULT INTERRUPTER	T.O.P.	TOP OF PLATE
G.I.	GALVANIZED IRON	T.O.S.	TOP OF SLAB
GL.	GLASS	T.O.SHTG.	TOP OF SHEATHING
GL.L.B.	GLUED LAMINATED BEAM	T.O.T.	TOP OF TRUSS
GND.	GROUND	T.O.W.	TOP OF WALL
GR.	GRADE	T.P.	TOILET PAPER HOLDER
G.S.M.	GALVANIZED SHEET METAL	T.R.	TOWEL RING
GYP. BD.	GYPSUM BOARD	TR.	TRANSOM
		TRANS.	TRANSFORMER
H.	HIGH / HIP	TYP.	TYPICAL
H.B.	HOSE BIB		
H.C.	HOLLOW CORE	U.B.C.	UNIFORM BUILDING CODE
HDR.	HEADER	U.L.	UNDERWRITERS LABORATORY
H.E.	HIGH EFFICACY	U.M.C.	UNIFORM MECHANICAL CODE
HGT.	HEIGHT	U.N.O.	UNLESS NOTED OTHERWISE
HOR.	HORIZONTAL	U.P.C.	UNIFORM PLUMBING CODE
HR.	HOUR		
HS.	HARD SURFACE	V.	VINYL FLOOR / VOLT / VALLEY
HT.	HEIGHT	VENT.	VENTILATION
HVAC	HEATING, VENTILATION & AIR CONDITIONING	VERT.	VERTICAL
		VEST.	VESTIBULE
H.W.	HOT WATER	VHFHSZ	VERY HIGH FIRE HAZARD SEVERITY ZONE
I.B.C.	INTERNATIONAL BUILDING CODE	VOL.	VOLUME
I.C.C.	INTERNATIONAL CODE COUNCIL	V.R.	VAPOR RESISTANT
I.D.	INSIDE DIAMETER	V.S.	VACANCY SENSOR
IN.	INCH	V.T.R.	VENT THROUGH ROOF
INSUL.	INSULATION		
INT.	INTERIOR	W.	WITH
I.R.C.	INTERNATIONAL RESIDENTIAL CODE	W/H	WATER HEATER
		W.	WEST/WIDE/WIDTH/WASHER/WATT
J.	JUNCTION BOX	WD.	WOOD
JST.	JOIST	W.I.	WROUGHT IRON
JT.	JOINT	W.I.C.	WALK-IN CLOSET
		WIND.	WINDOW
KIT.	KITCHEN	W.P.	WATERPROOF
		W.R.	WATER RESISTANT
L.	LENGTH/LONG	W.R.B.	WATER-RESISTIVE BARRIER
L.G.	LOWEST ADJACENT GRADE	WT.	WEIGHT
LAV.	LAVATORY		
		MS/P	MOTION SENSOR & INTEGRAL PHOTOSENSOR
M.	MASTER		

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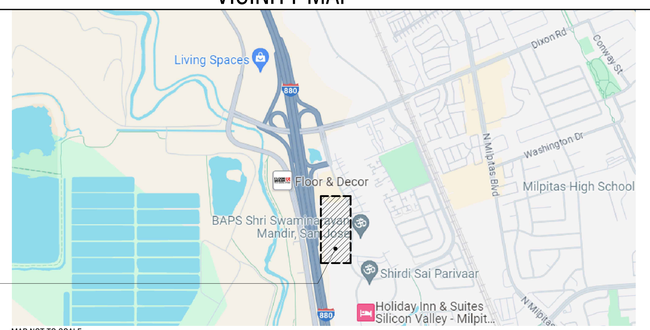
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NOTE: ALL CONSULTANT DRAWINGS ACCOMPANYING THESE ARCHITECTURAL DRAWINGS HAVE NOT BEEN PREPARED BY OR UNDER THE DIRECTION OF WHA; THEREFORE WHA ASSUMES NO LIABILITY FOR THE COMPLETENESS OR CORRECTNESS OF THE DRAWINGS.

VICINITY MAP



MAP NOT TO SCALE

NORTH

ARCHITECTS . PLANNERS . DESIGNERS
WHA.
ORANGE COUNTY . LOS ANGELES . BAY AREA

PulteGroup

TRACT NO.

VERA AT FUSION
4-STORY ATTACHED DWELLING UNITS
1601-1765 SOUTH MAIN STREET
MILPITAS, CA

PULTE GROUP
PLEASANTON, CA

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DO NOT SCALE PLANS

REVISIONS

NO.	DATE	DESCRIPTION

ARCHITECTURAL COVER SHEET

PROJECT MANAGER :	KH
DESIGNER :	-
DRAWN BY :	-
REVIEWED BY :	
1ST BLDG. DEPT. SUBMITTAL :	
ISSUED FOR CONSTRUCTION :	
JOB NUMBER :	2025026
CAD FILE NAME :	A0-00
SHEET SCALE:	-
DATE:	SHEET:
11/07/2025	A0.00

ALLOWABLE AREA CALCULATIONS

GROUP R-2, TYPE VA CONSTRUCTION - PER C.B.C. TABLE 506.2, ALLOWABLE BUILDING AREA = 36,000 SQ. FT. PER STORY

GROUP U, TYPE VA CONSTRUCTION - PER TABLE 506.2, ALLOWABLE BUILDING AREA = 27,000 SQ. FT. PER STORY

PER C.B.C. SEC. 406.3.1, PRIVATE GARAGES SHALL BE CLASSIFIED AS GROUP U OCCUPANCIES. EACH PRIVATE GARAGE SHALL BE NOT GREATER THAN 1,000 SQUARE FEET IN AREA. MULTIPLE PRIVATE GARAGES ARE PERMITTED IN A BUILDING WHERE EACH PRIVATE GARAGE IS SEPARATED FROM THE OTHER PRIVATE GARAGES BY 1-HOUR FIRE BARRIERS IN ACCORDANCE WITH SECTION 707, OR 1-HOUR HORIZONTAL ASSEMBLIES IN ACCORDANCE WITH SECTION 711, OR BOTH.

PER C.B.C. 508.4.2 ALLOWABLE BUILDING AREA. IN EACH STORY, THE BUILDING AREA SHALL BE SUCH THAT THE SUM OF THE RATIOS OF THE ACTUAL BUILDING AREA OF EACH SEPARATED OCCUPANCY DIVIDED
BY THE ALLOWABLE BUILDING AREA OF EACH SEPARATED OCCUPANCY SHALL NOT EXCEED 1.

PER C.B.C. 506.2.2 MIXED-OCCUPANCY BUILDINGS. THE ALLOWABLE AREA OF EACH STORY OF A MIXED-OCCUPANCY BUILDING SHALL BE DETERMINED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF, SECTION 508.3.2 FOR NON-SEPARATED OCCUPANCIES AND SECTION 508.4.2 FOR SEPARATED OCCUPANCIES. FOR BUILDINGS WITH MORE THAN THREE STORIES ABOVE GRADE PLANE, THE TOTAL BUILDING AREA SHALL BE SUCH THAT THE AGGREGATE SUM OF THE RATIOS OF THE ACTUAL AREA OF EACH STORY DIVIDED BY THE ALLOWABLE AREA OF SUCH STORIES, DETERMINED IN ACCORDANCE WITH EQUATION 5-3 BASED ON THE APPLICABLE PROVISIONS OF SECTION 508.1, SHALL NOT EXCEED THREE, PROVIDED THE AGGREGATE SUM OF THE RATIOS FOR PORTIONS OF MIXED-OCCUPANCY, MULTISTORY BUILDINGS CONTAINING A, E, H, I, L AND R OCCUPANCIES, HIGH-RISE BUILDINGS, AND OTHER APPLICATIONS LISTED IN SECTION 1.11 REGULATED BY THE OFFICE OF THE STATE FIRE MARSHAL, INCLUDING ANY OTHER ASSOCIATED NON-SEPARATED OCCUPANCIES, SHALL NOT EXCEED TWO.

ALLOWABLE AREA OF A BUILDING PER C.B.C. SEC. 506.2.4:

EQUATION 5-3: $A_a = \left[A_t + \left(NS \times I_f \right) \right]$

A_a = ALLOWABLE AREA (SQUARE FEET)
A_t = TABULAR ALLOWABLE AREA PER FLOOR (U): 27,000 S.F.
A_t = TABULAR ALLOWABLE AREA PER FLOOR (R-2): 36,000 S.F.
NS = TABULAR ALLOWABLE AREA PER FLOOR (U) - NONSPRINKLERED: 9,000 S.F.
NS = TABULAR ALLOWABLE AREA PER FLOOR (R-2) - NONSPRINKLERED: 12,000 S.F.
I_f = AREA FACTOR INCREASE DUE TO FRONTAGE (PERCENT) PER C.B.C. SEC. 506.3

BUILDING TYPE 400 (10-PLEX): BUILDINGS 17, 18, 19, 20, 21, 22, 23, 24, AND 27

BUILDING AREA PER STORY:
U FIRST FLOOR: 4,962 S.F. < 27,000 S.F.
R-2 FIRST FLOOR: 1,653 S.F. < 36,000 S.F.
R-2 SECOND FLOOR: 6,069 S.F. < 36,000 S.F.
R-2 THIRD FLOOR: 6,170 S.F. < 36,000 S.F.
R-2 FOURTH FLOOR: 3,215 S.F. < 36,000 S.F.

MIXED-OCCUPANCY, MULTISTORY BUILDINGS PER C.B.C. 506.2.4:
U FIRST FLOOR: 4,962 S.F. / 27,000 S.F. = 0.19
R-2 FIRST FLOOR: 1,653 S.F. / 36,000 S.F. = 0.05 = 0.23 < 1.0
R-2 SECOND FLOOR: 6,069 S.F. / 36,000 S.F. = 0.17 < 1.0
R-2 THIRD FLOOR: 6,170 S.F. / 36,000 S.F. = 0.17 < 1.0
R-2 FOURTH FLOOR: 3,215 S.F. / 36,000 S.F. = 0.09 < 1.0
= 0.66 < 2.0

BUILDING TYPE 500 (12-PLEX): BUILDINGS 26, AND 29

BUILDING AREA PER STORY:
U FIRST FLOOR: 5,673 S.F. < 27,000 S.F.
R-2 FIRST FLOOR: 1,983 S.F. < 36,000 S.F.
R-2 SECOND FLOOR: 7,108 S.F. < 36,000 S.F.
R-2 THIRD FLOOR: 7,204 S.F. < 36,000 S.F.
R-2 FOURTH FLOOR: 6,683 S.F. < 36,000 S.F.

MIXED-OCCUPANCY, MULTISTORY BUILDINGS PER C.B.C. 506.2.4:
U FIRST FLOOR: 5,673 S.F. / 27,000 S.F. = 0.21
R-2 FIRST FLOOR: 1,983 S.F. / 36,000 S.F. = 0.06 = 0.27 < 1.0
R-2 SECOND FLOOR: 7,108 S.F. / 36,000 S.F. = 0.20 < 1.0
R-2 THIRD FLOOR: 7,204 S.F. / 36,000 S.F. = 0.20 < 1.0
R-2 FOURTH FLOOR: 6,683 S.F. / 36,000 S.F. = 0.19 < 1.0
= 0.86 < 2.0

BUILDING TYPE 600 (14-PLEX): BUILDINGS 15, 16, 25, AND 28

BUILDING AREA PER STORY:
U FIRST FLOOR: 6,662 S.F. < 27,000 S.F.
R-2 FIRST FLOOR: 2,275 S.F. < 36,000 S.F.
R-2 SECOND FLOOR: 8,305 S.F. < 36,000 S.F.
R-2 THIRD FLOOR: 8,405 S.F. < 36,000 S.F.
R-2 FOURTH FLOOR: 6,551 S.F. < 36,000 S.F.

MIXED-OCCUPANCY, MULTISTORY BUILDINGS PER C.B.C. 506.2.4:
U FIRST FLOOR: 6,662 S.F. / 27,000 S.F. = 0.25
R-2 FIRST FLOOR: 2,275 S.F. / 36,000 S.F. = 0.06 = 0.31 < 1.0
R-2 SECOND FLOOR: 8,305 S.F. / 36,000 S.F. = 0.23 < 1.0
R-2 THIRD FLOOR: 8,405 S.F. / 36,000 S.F. = 0.23 < 1.0
R-2 FOURTH FLOOR: 6,551 S.F. / 36,000 S.F. = 0.18 < 1.0
= .95 < 2.0

AREA SUMMARY - DWELLING UNITS & BUILDINGS (BY PLAN & BUILDING TYPE)

DWELLING UNIT FLOOR AREA SUMMARY

UNIT PLAN NO.	GROSS FLOOR AREA (S.F.) - DWELLING UNIT (R-2) 1ST	2ND	3RD	4TH	TOTAL	TOTAL UNITS ON SITE	GROSS FLOOR AREA (S.F.) - COVERED PORCH/DECK (R-2) 1ST	2ND	3RD	4TH	TOTAL	GROSS FLOOR AREA (S.F.) - UNCOVERED PORCH/DECK (R-2) 1ST	2ND	3RD	4TH	TOTAL	TOTAL PRIVATE OPEN SPACE (PORCH/DECK)	TOTAL GROSS FLOOR AREA (S.F.) DWELLING UNIT PLUS COVERED DECK (R-2)	GROSS GARAGE (U)	GROSS TOTAL UNIT
1A	233	1176			1409	9		51			51	68				68	119	**1460**	458	**1918**
1X	233	1176			1409	9		51			51	68				68	119	**1460**	458	**1918**
1Y	233	1176			1409	4		51			51	68				68	119	**1460**	458	**1918**
2A	209	1305			1514	17	50	153			203					0	203	**1717**	443	**2160**
2A (ADA)	209	1305			1514	17	50	153			203					0	203	**1717**	443	**2160**
3A	213	1362			1575	8	52	170			222		12			12	234	**1797**	439	**2236**
3A (ADA)	213	1362			1575	0	52	170			222		12			12	234	**1797**	439	**2236**
4A	93	86	1327		1506	22	15		33		48	19		18		37	85	**1554**	436	**1990**
5A	85	78	752	685	1600	12	15		62	53	130	19			9	28	158	**1730**	436	**2166**
5B	85	78	752	685	1600	4	15		62	53	130	19			9	28	158	**1730**	436	**2166**
5C	85	78	752	685	1600	18	15		62	53	130	19			9	28	158	**1730**	436	**2166**
6A	84	78	820	751	1733	8	15		67	56	138	19			12	31	169	**1871**	434	**2305**
7A	84	124	884	857	1949	12	15		17		32	19		82		101	133	**1981**	436	**2417**
7B	84	124	884	863	1955	4	15		17		32	19		82		101	133	**1987**	436	**2423**
7C	84	124	884	863	1955	18	15		17		32	19		82		101	133	**1987**	436	**2423**
8A	118	125	975	927	2145	2	48		17		65			83		83	148	**2210**	468	**2678**
8X	118	125	975	927	2145	4	48		17		65			83		83	148	**2210**	468	**2678**
8Y	118	125	975	927	2145	2	48		17		65			83		83	148	**2210**	468	**2678**
						170														

"COVERED PORCH/DECK" INCLUDES ALL USABLE AREAS OF THE BUILDING OR PORTION THEREOF NOT PROVIDED WITH SURROUNDING EXTERIOR WALLS UNDER THE HORIZONTAL PROJECTION OF THE ROOF OR FLOOR ABOVE.

PER C.B.C. DEFINIITIONS OF GROSS FLOOR AREA, UNCOVERED AREAS AND DECKS ARE NOT INCLUDED IN THE UNIT AND BUILDING GROSS FLOOR AREA CALCULATIONS.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO CALCULATION METHOD.

1. DWELLING UNIT AND BUILDING FLOOR AREA HAS BEEN CALCULATED TO THE OUTSIDE PERIMETER OF EXTERIOR WALLS, EXCLUSIVE OF VOID SPACES, WITHOUT DEDUCTION OF CORRIDORS, STAIRWAYS, CLOSETS, THE THICKNESS OF INTERIOR WALLS, COLUMNS OR OTHER FEATURES.
2. PER C.B.C. DEFINITIONS OF GROSS FLOOR AREA, THE USABLE FLOOR AREA OF COVERED PORCHES/DECKS AND AREAS NOT PROVIDED WITH SURROUNDING EXTERIOR WALLS HAVE BEEN CALCULATED TO THE PROJECTION OF THE ROOF OR FLOOR ABOVE; UNCOVERED DECKS AND AREAS WITHOUT A ROOF OR FLOOR ABOVE ARE NOT INCLUDED IN THE DWELLING UNIT AND BUILDING FLOOR AREA CALCULATIONS.
3. MISCELLANEOUS (MISC.) FLOOR AREA REFERS TO AIR SPACE, INTERIOR WALLS, PARTY WALLS, ETC. THAT ARE INCLUDED IN THE OVERALL GROSS BUILDING FLOOR AREA CALCULATIONS BUT NOT COVERED BY DWELLING UNIT FLOOR AREAS.

2022 C.B.C. SECTION 202, DEFINITIONS:

FLOOR AREA, GROSS: FLOOR AREA WITHIN THE INSIDE PERIMETER OF THE EXTERIOR WALLS OF THE BUILDING UNDER CONSIDERATION, EXCLUSIVE OF VENT SHAFTS AND COURTS, WITHOUT DEDUCTION OF CORRIDORS, STAIRWAYS, CLOSETS, THE THICKNESS OF INTERIOR WALLS, COLUMNS OR OTHER FEATURES. THE FLOOR AREA OF A BUILDING, OR PORTION THEREOF, NOT PROVIDED WITH SURROUNDING EXTERIOR WALLS SHALL BE THE USEABLE AREA UNDER THE HORIZONTAL PROJECTION OF THE ROOF OR FLOOR ABOVE. THE GROSS FLOOR AREA SHALL NOT INCLUDE SHAFTS WITH NO OPENINGS OR INTERIOR COURTS.

AREA, BUILDING: THE AREA INCLUDED WITHIN SURROUNDING EXTERIOR WALLS, OR EXTERIOR WALLS AND FIRE WALLS, EXCLUSIVE OF VENT SHAFTS AND COURTS. AREAS OF THE BUILDING NOT PROVIDED WITH SURROUNDING WALLS SHALL BE INCLUDED IN THE BUILDING AREA IF SUCH AREAS ARE INCLUDED WITHIN THE HORIZONTAL PROJECTION OF THE ROOF OR FLOOR ABOVE.

BUILDING FLOOR AREA SUMMARY

BLDG. TYPE	HEIGHT (STORIES)	TOTAL BLDGS. ON SITE	GROSS DWELLING UNIT AREA PER BUILDING (R-2) 1ST	1ST MISC.	1ST (SUBTOTAL)	2ND	2ND MISC.	2ND (SUBTOTAL)	3RD	3RD MISC.	3RD (SUBTOTAL)	4TH	4TH MISC.	4TH (SUBTOTAL)	TOTAL UNIT AREA (R-2)	GROSS COVERED PORCH/DECK (R-2) 1ST	2ND	3RD	4TH	TOTAL AREA	TOTAL GROSS PER FLOOR (R-2) 1ST	2ND	3RD	4TH	**TOTAL GROSS (R-2)**	GROSS GARAGE AREA (U) GARAGE	(U) MISC.	UTILITY	**TOTAL GROSS (U)**	**TOTAL GROSS AREA (R-2 +U)**
400	4	9	1408	55	1463	5538	123	5661	5926	20	5946	3096	13	3109	16179	190	408	224	106	928	1653	6069	6170	3215	**17107**	4418	440	104	**4962**	**22069**
500	4	2	1596	7	1593	6144	318	6462	6862	16	6878	6452	13	6465	21398	390	646	326	218	1580	1983	7108	7204	6683	**22978**	5312	260	101	**5673**	**28651**
600	4	4	1875	30	1905	7348	277	7625	8030	21	8051	6310	26	6336	23917	370	680	354	215	1619	2275	8305	8405	6551	**25536**	6180	376	106	**6662**	**32198**

MISCELLANEOUS (MISC.) FLOOR AREA REFERS TO AIR SPACE, INTERIOR WALLS, PARTY WALLS, UNUSABLE AREA WITHOUT WALLS UNDER THE HORIZONTAL PROJECTION OF THE ROOF OR FLOOR ABOVE, ETC. THAT ARE INCLUDED IN THE OVERALL GROSS BUILDING FLOOR AREA CALCULATIONS BUT NOT INCLUDED IN THE DWELLING UNIT FLOOR AREAS.

"COVERED PORCH/DECK" INCLUDES ALL USABLE AREA UNDER THE HORIZONTAL PROJECTION OF THE ROOF OR FLOOR ABOVE.

DWELLING UNIT & BUILDING MATRIX

UNIT MATRIX

UNIT PLAN NO.	BUILDING TYPE / BUILDING NUMBERS 15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
	600	600	400	400	400	400	400	400	400	400	600	600	500	400	500
1A			1	1	1	1	1	1	1	1				1	
1X			1	1	1	1	1	1	1	1				1	
1Y	1	1									1	1			
2A	1	1		2					1		3	3	2	2	2
2A (ADA)	2	2	2		2	2	2	2	1	2					
3A	1	1									1	1	2		2
3A (ADA)															
4A	1	1	2	2	2	2	2	2	2	2	1	1		2	
5A	2	2									2	2	2		2
5B	1	1									1	1			
5C			2	2	2	2	2	2	2	2				2	
6A	1	1									1	1	2		2
7A	2	2									2	2	2		2
7B	1	1									1	1			
7C			2	2	2	2	2	2	2	2				2	
8A													1		1
8X	1	1									1	1			
8Y													1		1
TOTAL	**14**	**14**	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**14**	**14**	**12**	**10**	**12**

BLDG. TYPE	TOTAL BLDGS. ON SITE	TOTAL UNITS/ BLDG.	TOTAL UNITS ON SITE
400	9	10	90
500	2	12	24
600	4	14	56
TOTAL	**15**		**170**

UNIT ROOM COUNT

UNIT NO.	BED.	BATH	POWDER	DEN/ FLEX/ LOFT
1A	2	2		1
1X	2	2		1
1Y	2	2		1
2A	3	2		1
2A (ADA)	3	2	1	
3A	3	2		1
3A (ADA)	3	2	1	
4A	3	2		
5A	3	3		
5B	3	3		
5C	3	3		
6A	3	3		
7A	3	3		
7B	3	3		
7C	3	3		
8A	3 / OPT 4	3		1
8X	3 / OPT 4	3		1
8Y	3 / OPT 4	3		1

TOTAL UNITS ON SITE

UNIT PLAN NO.	BUILDING NUMBER & BUILDING TYPE 15 600	16 600	17 400	18 400	19 400	20 400	21 400	22 400	23 400	24 400	25 600	26 500	27 400	28 600	29 500	TOTAL UNITS ON SITE	TOTAL ADA UNITS
1A	0	0	1	1	1	1	1	1	1	1	0	0	1	0	0	**9**	
1X	0	0	1	1	1	1	1	1	1	1	0	0	1	0	0	**9**	
1Y	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	**4**	
2A	2	2	1	1	1	1	1	1	1	1	2	2	1	2	2	**21**	
2A (ADA)	1	1	1	1	1	1	1	1	1	1	1	0	1	1	0	**13**	13
3A	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	**4**	
3A (ADA)	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	**4**	4
4A	1	1	2	2	2	2	2	2	2	2	1	0	2	1	0	**22**	
5A	2	2	0	0	0	0	0	0	0	0	2	2	0	2	2	**12**	
5B	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	**4**	
5C	0	0	2	2	2	2	2	2	2	2	0	0	2	0	0	**18**	
6A	1	1	0	0	0	0	0	0	0	0	1	2	0	1	2	**8**	
7A	2	2	0	0	0	0	0	0	0	0	2	0	0	2	0	**8**	
7B	1	1	0	0	0	0	0	0	0	0	1	2	0	1	2	**8**	
7C	0	0	2	2	2	2	2	2	2	2	0	0	2	0	0	**18**	
8A	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	**2**	
8X	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	**4**	
8Y	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	**2**	
TOTAL	**14**	**14**	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**10**	**14**	**12**	**10**	**14**	**12**	**170**	**17**

NOTES:
1. "R" DENOTES A "REVERSE" BUILDING TYPE. REFER TO SITE PLAN FOR ADDITIONAL INFORMATION.
2. "ADA" REFERS TO AN ADAPTABLE UNIT PLAN. REFER TO SITE PLAN FOR ADAPTABLE UNIT LOCATIONS.

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WHA.
ORANGE COUNTY . LOS ANGELES . BAY AREA

PulteGroup

TRACT NO.

VERA AT FUSION
4-STORY ATTACHED DWELLING UNITS
1601-1765 SOUTH MAIN STREET
MILPITAS, CA

PULTE GROUP
PLEASANTON, CA

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DO NOT SCALE PLANS

REVISIONS

NO.	DATE	DESCRIPTION

BUILDING AND DWELLING UNIT AREA SUMMARY & ALLOWABLE AREA

PROJECT MANAGER :	KH
DESIGNER :	-
DRAWN BY :	
REVIEWED BY :	
1ST BLDG. DEPT. SUBMITTAL :	
ISSUED FOR CONSTRUCTION :	
JOB NUMBER :	2025026
CAD FILE NAME :	25026_A0-12
SHEET SCALE:	NONE
DATE: 11/07/2025	SHEET: A0.12



BUILDING TYPE 400 : REAR ELEVATION | 4



BUILDING TYPE 400 : LEFT ELEVATION | 3



BUILDING TYPE 400 : RIGHT ELEVATION | 2



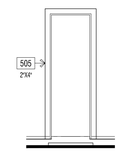
BUILDING TYPE 400 : FRONT ELEVATION | 1

EXTERIOR ELEVATION KEYNOTES

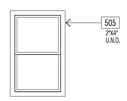
018	FINISHED GRADE - REFER TO CIVIL DRAWINGS FOR SLOPES AND FURTHER GRADE INFORMATION
191	GARAGE DOOR(S)- SECTIONAL STEEL GARAGE DOOR - SIZE PER PLAN -
194	EXTERIOR DOOR(S) PER PLAN - REFER TO LEGEND BELOW FOR TYPICAL CONDITIONS
197	MANUFACTURED WINDOW(S) PER PLAN - REFER TO LEGEND BELOW FOR TYPICAL CONDITIONS
198	VENT, REFER TO MECHANICAL DRAWINGS
202	ILLUMINATED UNIT ADDRESS NUMBERS, MINIMUM 4" HIGH, VISIBLE AND LEGIBLE FROM THE STREET OR ROADWAY FRONTING THE PROPERTY - REFER TO UNIT UTILITY PLANS
203	MASTER BUILDING ADDRESS REFLECTING BUILDING ADDRESS AND UNITS WITHIN BUILDING WITH 4" MIN. HEIGHT LETTERS/NUMBERS WITH EXTERIOR WALL PACK , - SEE FOR MIN. INSTALLATION DIMENSIONS.
208	WALL PACK EXTERIOR LIGHT AT GARAGE IS CEILING MOUNT UNDER OVERHANG - REFER TO ELECTRICAL DRAWINGS AND UNIT UTILITY PLANS FOR ADDITIONAL INFORMATION
211	UTILITY CLOSET, WHERE OCCURS, REFER TO COMPOSITE PLANS AND SITE PLAN FOR ADDITIONAL INFO. VERIFY UTILITY PANELS/METER LOCATIONS WITH UTILITY SERVICE PROVIDER REQUIREMENTS.
221	C.R. METAL GUTTER(S) - VERIFY LOCATION WITH INSTALLER - REFER TO ROOF PLANS
222	C.R. METAL DOWNSPOUT(S) - DISCHARGE TO APPROVED SITE DRAINAGE SYSTEM - VERIFY LOCATION WITH INSTALLER - REFER TO ROOF PLANS
501	3-COAT STUCCO 16/20 SAND FINISH- SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION
505	STUCCO OVER RIGID FOAM TRIM - FOAM SIZE/SHAPE PER ELEVATION
510	STUCCO CONTROL JOINT -
511	WEEP SCREED - REFER TO GRADING PLANS AND
513	LOW ROOF - REFER TO ROOF PLAN
551	MANUFACTURED ADHERED STUCCO STONE VENEER - INSTALL PER MANUFACTURER'S INSTRUCTIONS.
658	COMPOSITE PANEL AT FIBER CEMENT SIDING, STUCCO PANEL AT STUCCO CLAD WALLS
665	METAL GUARDRAIL. HEIGHT PER ELEVATION: +42" MINIMUM A.F.F. METAL GUARD - FOR TYPICAL METAL GUARD AT DECK
692	24" DEEP STUCCO SHELF
701	C.R. METAL FLASHING
763	CLASS 'A' ROOFING - FLAT CONCRETE SHINGLE - INSTALL PER MFR.'S SPECS. - REFER TO ROOF PLANS

TYP. DOOR / WINDOW TRIM LEGEND

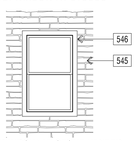
NOTE: REFER TO SHEET A2.03 FOR ADDITIONAL DOOR AND WINDOW NOTES.



STD. DOOR AT STUCCO



STD. WINDOW AT STUCCO



STD. WINDOW AT STONE VENEER

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DO NOT SCALE PLANS

REVISIONS

NO.	DATE	DESCRIPTION

BUILDING TYPE 400 EXTERIOR ELEVATIONS

PROJECT MANAGER :	KH
DESIGNER :	-
DRAWN BY :	
REVIEWED BY :	
1ST BLDG. DEPT. SUBMITTAL :	
ISSUED FOR CONSTRUCTION :	
JOB NUMBER :	2025026
CAD FILE NAME :	25026_A1-14
SHEET SCALE:	1/8" = 1'-0"
DATE:	SHEET:
11/07/2025	A1.14



BUILDING TYPE 400 : REAR ELEVATION | 4



BUILDING TYPE 400 : LEFT ELEVATION | 3



BUILDING TYPE 400 : RIGHT ELEVATION | 2



BUILDING TYPE 400 : FRONT ELEVATION | 1

Color and Material Palette SCHEME 1

Stucco-4 (Cyber) + balcony metal rails

SW 7076
Cyberspace
Interior / Exterior
Locator Number: 235-C7

Stucco-1 (Light)

SW 7666
Fleur de Sel
Interior / Exterior
Locator Number: 258-C3

Stucco-2 (Dark)

SW 7660
Earl Grey
Interior / Exterior
Locator Number: 238-C6

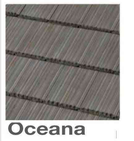
STONE - ELDORADO



Entry Door

SW 2839
Roycroft Copper Red
Interior / Exterior

ROOF TILE
WESTLAKE OR EQUAL



Stucco-3 (Mid-range)

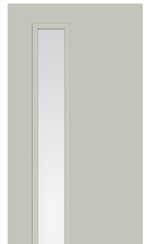
SW 7668
March Wind
Interior / Exterior
Locator Number: 282-C3

Metal Accents+ canopy

SW 6990
Caviar
Interior / Exterior
Locator Number: 251-C2

Garage door

SW 2849
Westchester Gray
Interior / Exterior



Entry Doors
ThermaTru
Pulse Linea 8' S81LCL



BLACK CAPSTOCK VINYL WINDOW FRAME MILGARD OR EQUAL

LIGHT FIXTURE AT PORCH AND UNCOVERED BALCONY



ADDRESS LIGHT FIXTURE



WINDOW FRAME TO BE VINYL CAPSTOCK BLACK.

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DO NOT SCALE PLANS

REVISIONS

NO.	DATE	DESCRIPTION

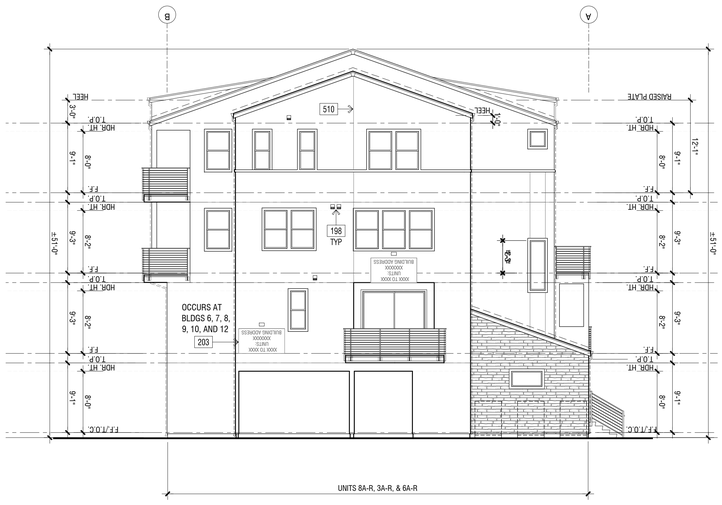
BUILDING TYPE 400 EXTERIOR ELEVATIONS

PROJECT MANAGER :	KH
DESIGNER :	-
DRAWN BY :	
REVIEWED BY :	
1ST BLDG. DEPT. SUBMITTAL :	
ISSUED FOR CONSTRUCTION :	
JOB NUMBER :	2025026
CAD FILE NAME :	CLEAN_25026_A1-14
SHEET SCALE:	1/8" = 1'-0"
DATE:	SHEET:
12/05/2025	A1.14R

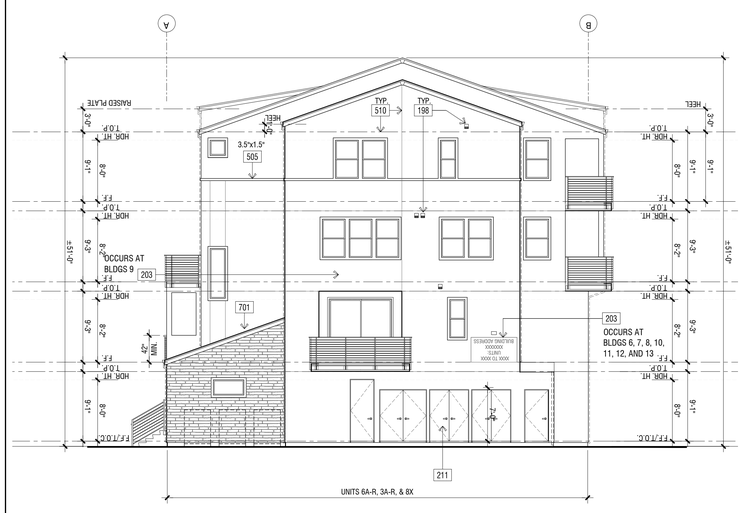
NOTE: EXTERIOR WALLS ARE OF RATED CONSTRUCTION. REFER TO COMPOSITE PLANS



BUILDING TYPE 500 : REAR ELEVATION | 4



BUILDING TYPE 500 : LEFT ELEVATION | 3



BUILDING TYPE 500 : RIGHT ELEVATION | 2



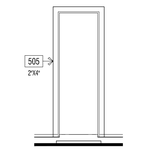
BUILDING TYPE 500 : FRONT ELEVATION | 1

EXTERIOR ELEVATION KEYNOTES

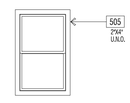
018	FINISHED GRADE - REFER TO CIVIL DRAWINGS FOR SLOPES AND FURTHER GRADE INFORMATION
191	GARAGE DOOR(S)- SECTIONAL STEEL GARAGE DOOR - SIZE PER PLAN -
194	EXTERIOR DOOR(S) PER PLAN - REFER TO LEGEND BELOW FOR TYPICAL CONDITIONS
197	MANUFACTURED WINDOW(S) PER PLAN - REFER TO LEGEND BELOW FOR TYPICAL CONDITIONS
198	VENT, REFER TO MECHANICAL DRAWINGS
202	ILLUMINATED UNIT ADDRESS NUMBERS, MINIMUM 4" HIGH, VISIBLE AND LEGIBLE FROM THE STREET OR ROADWAY FRONTING THE PROPERTY - REFER TO UNIT UTILITY PLANS
203	MASTER BUILDING ADDRESS REFLECTING BUILDING ADDRESS AND UNITS WITHIN BUILDING WITH 4" MIN. HEIGHT LETTERS/NUMBERS WITH EXTERIOR WALL PACK , - SEE FOR MIN. INSTALLATION DIMENSIONS.
208	WALL PACK EXTERIOR LIGHT AT GARAGE IS CEILING MOUNT UNDER OVERHANG - REFER TO ELECTRICAL DRAWINGS AND UNIT UTILITY PLANS FOR ADDITIONAL INFORMATION
211	UTILITY CLOSET, WHERE OCCURS, REFER TO COMPOSITE PLANS AND SITE PLAN FOR ADDITIONAL INFO. VERIFY UTILITY PANELS/METER LOCATIONS WITH UTILITY SERVICE PROVIDER REQUIREMENTS.
221	C.R. METAL GUTTER(S) - VERIFY LOCATION WITH INSTALLER - REFER TO ROOF PLANS
222	C.R. METAL DOWNSPOUT(S) - DISCHARGE TO APPROVED SITE DRAINAGE SYSTEM - VERIFY LOCATION WITH INSTALLER - REFER TO ROOF PLANS
501	3-COAT STUCCO 16/20 SAND FINISH- SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION
505	STUCCO OVER RIGID FOAM TRIM - FOAM SIZE/SHAPE PER ELEVATION
510	STUCCO CONTROL JOINT -
511	WEEP SCREED - REFER TO GRADING PLANS AND
513	LOW ROOF - REFER TO ROOF PLAN
551	MANUFACTURED ADHERED STUCCO STONE VENEER - INSTALL PER MANUFACTURER'S INSTRUCTIONS.
658	COMPOSITE PANEL AT FIBER CEMENT SIDING, STUCCO PANEL AT STUCCO CLAD WALLS
665	METAL GUARDRAIL. HEIGHT PER ELEVATION: +42" MINIMUM A.F.F. METAL GUARD - FOR TYPICAL METAL GUARD AT DECK
692	24" DEEP STUCCO SHELF
701	C.R. METAL FLASHING
763	CLASS 'A' ROOFING - FLAT CONCRETE SHINGLE - INSTALL PER MFR.'S SPECS. - REFER TO ROOF PLANS

TYP. DOOR / WINDOW TRIM LEGEND

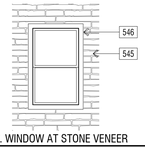
NOTE: REFER TO SHEET A2.03 FOR ADDITIONAL DOOR AND WINDOW NOTES.



STD. DOOR AT STUCCO



STD. WINDOW AT STUCCO



STD. WINDOW AT STONE VENEER

ARCHITECTS . PLANNERS . DESIGNERS
WHA.
ORANGE COUNTY . LOS ANGELES . BAY AREA

PulteGroup

TRACT NO.

VERA AT FUSION

4-STORY ATTACHED DWELLING UNITS
1601-1765 SOUTH MAIN STREET
MILPITAS, CA

PULTE GROUP
PLEASANTON, CA

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DO NOT SCALE PLANS

REVISIONS

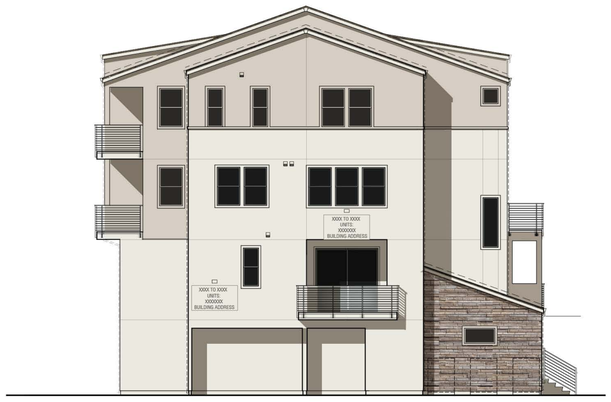
NO.	DATE	DESCRIPTION

BUILDING TYPE 500 EXTERIOR ELEVATIONS

PROJECT MANAGER :	KH
DESIGNER :	-
DRAWN BY :	
REVIEWED BY :	
1ST BLDG. DEPT. SUBMITTAL :	
ISSUED FOR CONSTRUCTION :	
JOB NUMBER :	2025026
CAD FILE NAME :	25026_A1-24
SHEET SCALE:	1/8" = 1'-0"
DATE:	SHEET:
11/07/2025	A1.24



BUILDING TYPE 500 : REAR ELEVATION | 4



BUILDING TYPE 500 : LEFT ELEVATION | 3



BUILDING TYPE 500 : RIGHT ELEVATION | 2



BUILDING TYPE 500 : FRONT ELEVATION | 1

Color and Material Palette SCHEME 2

ROOF TILE
Brown Blend 1FBCF3233 WESTLAKE OR EQUAL



Stucco-1 (Light)

SW 7008

Stucco-2 (Dark)

SW 7632

Entry Door

SW 7619

Stucco-3 (Mid-range)

SW 7073

Metal Accents+ canopy

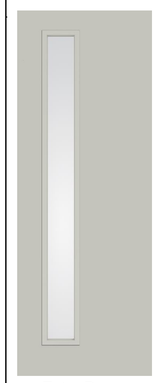
SW 7076
Cyberspace
Interior / Exterior
Locator Number: 235-C7

Garage door

SW 7619

STONE -
ELDORADO





Entry Doors
ThermaTru
Pulse Linea 8' S81LCL



BLACK CAPSTOCK VINYL WINDOW FRAME MILGARD OR EQUAL

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WHA.
ORANGE COUNTY . LOS ANGELES . BAY AREA

PulteGroup

TRACT NO.

VERA AT FUSION

4-STORY ATTACHED DWELLING UNITS
1601-1765 SOUTH MAIN STREET
MILPITAS, CA

PULTE GROUP
PLEASANTON, CA

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DO NOT SCALE PLANS

REVISIONS

NO.	DATE	DESCRIPTION

BUILDING TYPE 500 EXTERIOR ELEVATIONS

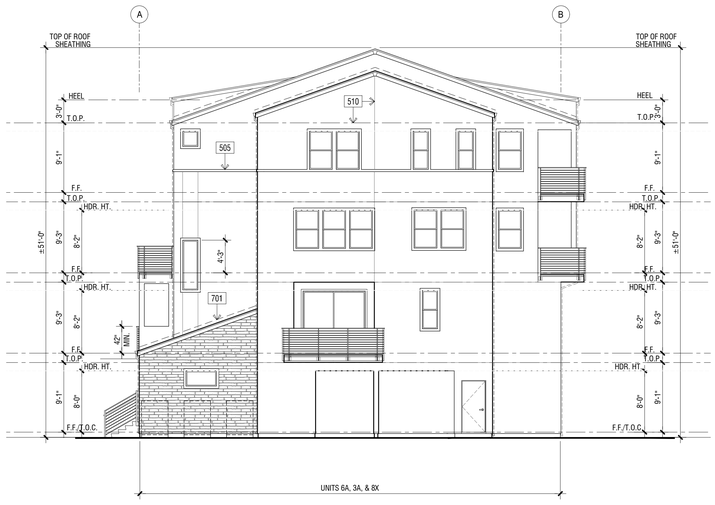
PROJECT MANAGER :	KH
DESIGNER :	-
DRAWN BY :	
REVIEWED BY :	
1ST BLDG. DEPT. SUBMITTAL :	
ISSUED FOR CONSTRUCTION :	
JOB NUMBER :	2025026
CAD FILE NAME :	CLEAN_25026_A1-24
SHEET SCALE:	1/8" = 1'-0"
DATE: 12/05/2025	SHEET: A1.24R



BUILDING TYPE 600 : REAR ELEVATION | 4



BUILDING TYPE 600 : LEFT ELEVATION | 3



BUILDING TYPE 600 : RIGHT ELEVATION | 2



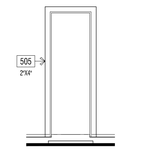
BUILDING TYPE 600 : FRONT ELEVATION | 1

EXTERIOR ELEVATION KEYNOTES

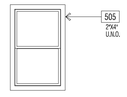
018	FINISHED GRADE - REFER TO CIVIL DRAWINGS FOR SLOPES AND FURTHER GRADE INFORMATION
191	GARAGE DOOR(S)- SECTIONAL STEEL GARAGE DOOR - SIZE PER PLAN -
194	EXTERIOR DOOR(S) PER PLAN - REFER TO LEGEND BELOW FOR TYPICAL CONDITIONS
197	MANUFACTURED WINDOW(S) PER PLAN - REFER TO LEGEND BELOW FOR TYPICAL CONDITIONS
198	VENT, REFER TO MECHANICAL DRAWINGS
202	ILLUMINATED UNIT ADDRESS NUMBERS, MINIMUM 4" HIGH, VISIBLE AND LEGIBLE FROM THE STREET OR ROADWAY FRONTING THE PROPERTY - REFER TO UNIT UTILITY PLANS
203	MASTER BUILDING ADDRESS REFLECTING BUILDING ADDRESS AND UNITS WITHIN BUILDING WITH 4" MIN. HEIGHT LETTERS/NUMBERS WITH EXTERIOR WALL PACK , - SEE FOR MIN. INSTALLATION DIMENSIONS.
208	WALL PACK EXTERIOR LIGHT AT GARAGE IS CEILING MOUNT UNDER OVERHANG - REFER TO ELECTRICAL DRAWINGS AND UNIT UTILITY PLANS FOR ADDITIONAL INFORMATION
211	UTILITY CLOSET, WHERE OCCURS, REFER TO COMPOSITE PLANS AND SITE PLAN FOR ADDITIONAL INFO. VERIFY UTILITY PANELS/METER LOCATIONS WITH UTILITY SERVICE PROVIDER REQUIREMENTS.
221	C.R. METAL GUTTER(S) - VERIFY LOCATION WITH INSTALLER - REFER TO ROOF PLANS
222	C.R. METAL DOWNSPOUT(S) - DISCHARGE TO APPROVED SITE DRAINAGE SYSTEM - VERIFY LOCATION WITH INSTALLER - REFER TO ROOF PLANS
501	3-COAT STUCCO 16/20 SAND FINISH- SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION
505	STUCCO OVER RIGID FOAM TRIM - FOAM SIZE/SHAPE PER ELEVATION
510	STUCCO CONTROL JOINT -
511	WEEP SCREED - REFER TO GRADING PLANS AND
513	LOW ROOF - REFER TO ROOF PLAN
551	MANUFACTURED ADHERED STUCCO STONE VENEER - INSTALL PER MANUFACTURER'S INSTRUCTIONS.
658	COMPOSITE PANEL AT FIBER CEMENT SIDING, STUCCO PANEL AT STUCCO CLAD WALLS
665	METAL GUARDRAIL. HEIGHT PER ELEVATION: +42" MINIMUM A.F.F. METAL GUARD - FOR TYPICAL METAL GUARD AT DECK
692	24" DEEP STUCCO SHELF
701	C.R. METAL FLASHING
763	CLASS 'A' ROOFING - FLAT CONCRETE SHINGLE - INSTALL PER MFR.'S SPECS. - REFER TO ROOF PLANS

TYP. DOOR / WINDOW TRIM LEGEND

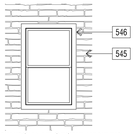
NOTE: REFER TO SHEET A2.03 FOR ADDITIONAL DOOR AND WINDOW NOTES.



STD. DOOR AT STUCCO



STD. WINDOW AT STUCCO



STD. WINDOW AT STONE VENEER

ARCHITECTS . PLANNERS . DESIGNERS
WHA.
ORANGE COUNTY . LOS ANGELES . BAY AREA

PulteGroup

TRACT NO.

VERA AT FUSION
4-STORY ATTACHED DWELLING UNITS
1601-1765 SOUTH MAIN STREET
MILPITAS, CA

PULTE GROUP
PLEASANTON, CA

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DO NOT SCALE PLANS

REVISIONS

NO.	DATE	DESCRIPTION

BUILDING TYPE 600 EXTERIOR ELEVATIONS

PROJECT MANAGER :	KH
DESIGNER :	-
DRAWN BY :	
REVIEWED BY :	
1ST BLDG. DEPT. SUBMITTAL :	
ISSUED FOR CONSTRUCTION :	
JOB NUMBER :	2025026
CAD FILE NAME :	25026_A1-34
SHEET SCALE:	1/8" = 1'-0"
DATE:	SHEET:
11/07/2025	A1.34



BUILDING TYPE 600 : REAR ELEVATION | 4



BUILDING TYPE 600 : LEFT ELEVATION | 3



BUILDING TYPE 600 : RIGHT ELEVATION | 2



BUILDING TYPE 600 : FRONT ELEVATION | 1

Color and Material Palette SCHEME 1

Stucco-4 (Cyber) + balcony metal rails

SW 7076
Cyberspace
Interior / Exterior
Locator Number: 235-C7

STONE - ELDORADO



Stucco-1 (Light)

SW 7666
Fleur de Sel
Interior / Exterior
Locator Number: 258-C3

ROOF TILE
WESTLAKE OR EQUAL



Stucco-2 (Dark)

SW 7660
Earl Grey
Interior / Exterior
Locator Number: 238-C6

Entry Door

SW 2839
Roycroft Copper Red
Interior / Exterior

Stucco-3 (Mid-range)

SW 7668
March Wind
Interior / Exterior
Locator Number: 282-C3

Metal Accents+ canopy

SW 6990
Caviar
Interior / Exterior
Locator Number: 251-C2

Garage door

SW 2849
Westchester Gray
Interior / Exterior



Entry Doors
ThermaTru
Pulse Linea 8' S81LCL

WINDOW FRAME TO BE VINYL CAPSTOCK BLACK.



BLACK CAPSTOCK VINYL WINDOW FRAME MILGARD OR EQUAL

ARCHITECTS . PLANNERS . DESIGNERS
WHA.
ORANGE COUNTY . LOS ANGELES . BAY AREA

PulteGroup

TRACT NO.

VERA AT FUSION

4-STORY ATTACHED DWELLING UNITS
1601-1765 SOUTH MAIN STREET
MILPITAS, CA

PULTE GROUP
PLEASANTON, CA

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DO NOT SCALE PLANS

REVISIONS

NO.	DATE	DESCRIPTION

BUILDING TYPE 600 EXTERIOR ELEVATIONS

PROJECT MANAGER :	KH
DESIGNER :	-
DRAWN BY :	
REVIEWED BY :	
1ST BLDG. DEPT. SUBMITTAL :	
ISSUED FOR CONSTRUCTION :	
JOB NUMBER :	2025026
CAD FILE NAME :	CLEAN_25026_A1-34
SHEET SCALE:	1/8" = 1'-0"
DATE: 12/05/2025	SHEET: A1.34R

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THIS DRAWING HAS NOT YET BEEN REVIEWED BY UTILITY COMPANIES AND IS SUBJECT TO CHANGE.

–PRELIMINARY–
NOT FOR CONSTRUCTION

CALCULATION AREA–4	
AVERAGE FOOT–CANDLES	1.04
MAXIMUM FOOT–CANDLES	3.5
MINIMUM FOOT–CANDLES	0.1
MINIMUM TO MAXIMUM FC RATIO	0.04
MAXIMUM TO MINIMUM FC RATIO	26.53
AVERAGE TO MINIMUM FC RATIO	7.77

CALCULATION AREA–5	
AVERAGE FOOT–CANDLES	1.31
MAXIMUM FOOT–CANDLES	3.1
MINIMUM FOOT–CANDLES	0.5
MINIMUM TO MAXIMUM FC RATIO	0.15
MAXIMUM TO MINIMUM FC RATIO	6.48
AVERAGE TO MINIMUM FC RATIO	2.72

CALCULATION AREA–7	
AVERAGE FOOT–CANDLES	3.28
MAXIMUM FOOT–CANDLES	30.3
MINIMUM FOOT–CANDLES	0.1
MINIMUM TO MAXIMUM FC RATIO	0.00
MAXIMUM TO MINIMUM FC RATIO	563.58
AVERAGE TO MINIMUM FC RATIO	60.99

FALLEN LEAF DRIVE

CEDAR COURT

SOUTH MAIN STREET

MIHALAKIS DRIVE

DRIVE AISLE

DRIVE AISLE

BUILDING #5
6–PLEX
6 RESIDENTIAL UNITS
3 STORIES

BUILDING #6
6–PLEX
6 RESIDENTIAL UNITS
3 STORIES

BUILDING #7
9–PLEX
9 RESIDENTIAL UNITS
3 STORIES

BUILDING #8
6–PLEX
6 RESIDENTIAL UNITS
3 STORIES

BUILDING #25
14–PLEX
14 RESIDENTIAL UNITS
4 STORIES

6352

MATCH LINE – SEE SHEET PM–4

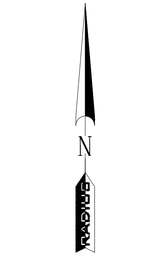
LUMINAIRE SCHEDULE								
SYMBOL	LAMP	DESCRIPTION	MOUNTING	MODEL	VOLTS	NOTE 3	QUANTITY	DEFAULT ELEVATION
◐	(1) 53W 443561270940 – PCB LGT ENG BR84x 7 XPG2 NW	Pureform Gen2 – PBL Bollard	BOLLARD	SIGNIFY GARDCO, PBL–14L–350–NW–G2–3–UNV	120V 1P 2W	29000795213 XI 55W 0.1–1.8A 18–54V 0–10V 90C J CAN SS – V: 40.1V I:1060mA Lighting San Marcos 10/25/2017	115	3'
②	(1) 30W (1) Precision LEDGine Light Engine DRIVEN AT 500mA	PureForm LED area small precision PPT, 40 LED's, 3000K CCT, TYPE T2M OPTIC, 70CRI	POLE	SIGNIFY CANADA LTD PPT–P–A03–730–T2M	120V 1P 2W	SIGNIFY CANADA LTD (Boisbriand) 2023/09/23 5002.2 ABSOLUTE LUMENS DELIVERED DATA SHOWN IS ABSOLUTE LUMENS TESTED PER LM–79	28	16'
③	(1) 42W (1) Precision LEDGine Light Engine DRIVEN AT 1100mA (Type 3)	PureForm LED area small precision PPT, 40 LED's, 3000K CCT, TYPE T3M OPTIC, 70CRI	POLE	SIGNIFY CANADA LTD, PPT–P–A06–730–T3M	120V 1P 2W	SIGNIFY CANADA LTD (Boisbriand) 10606.7 ABSOLUTE LUMENS DELIVERED DATA SHOWN IS ABSOLUTE LUMENS TESTED PER LM–79	7	16'

CALCULATION AREA–6	
AVERAGE FOOT–CANDLES	3.17
MAXIMUM FOOT–CANDLES	29.2
MINIMUM FOOT–CANDLES	0.1
MINIMUM TO MAXIMUM FC RATIO	0.00
MAXIMUM TO MINIMUM FC RATIO	528.94
AVERAGE TO MINIMUM FC RATIO	57.45

CALCULATION AREA–3	
AVERAGE FOOT–CANDLES	1.26
MAXIMUM FOOT–CANDLES	15.8
MINIMUM FOOT–CANDLES	0.1
MINIMUM TO MAXIMUM FC RATIO	0.00
MAXIMUM TO MINIMUM FC RATIO	286.47
AVERAGE TO MINIMUM FC RATIO	22.84

SHEET INDEX MAP
N. T. S.





SHEET INDEX

PM–1 PHOTOMETRIC DETAILS
PM–2 PHOTOMETRIC OVERALL
PM–3 PHOTOMETRIC PLAN

REGISTERED PROFESSIONAL ENGINEER
DAVID B. VOORHIES
No. 26429
Exp. 03–31–26
CIVIL
STATE OF CALIFORNIA

DATE:
REVISION:
DELTA NO:

CALL 811 BEFORE YOU DIG
USA

PHOTOMETRIC PLAN
1605–1765 SOUTH MAIN STREET
ONSITE
PULTE HOME COMPANY LLC
MILPITAS
CALIFORNIA

RADIUS DESIGN LLC
UTILITY DESIGN CONSULTANTS & ENGINEERS
201 N CIVIC DRIVE, SUITE 135, WALNUT CREEK, CA 94596
Tel (925) 289-4575

PROJECT NUMBER: 25-1383
SCALE: 1" = 30'
PROJECT MANAGER: RAVNEET SAHI
DRAWN BY: MICHAEL ELI
CHECKED BY: RAVNEET SAHI
LAST UPDATED: 12-18-2025
DRAWING NUMBER: PM-3
SHEET: 3 OF: 5

DRAWING NAME: j:\dropbox\projects\2025\25-1383 1605-1765 south main st, milpitas\streetlighting\lyns 25-1383_sk-pm.dwg
PLOT DATE: Thursday, December 11, 2025 11:35:06 AM
PLOTTED BY: MIKE E

CALCULATION AREA–7	
AVERAGE FOOT–CANDLES	3.28
MAXIMUM FOOT–CANDLES	30.3
MINIMUM FOOT–CANDLES	0.1
MINIMUM TO MAXIMUM FC RATIO	0.00
MAXIMUM TO MINIMUM FC RATIO	563.58
AVERAGE TO MINIMUM FC RATIO	60.99

CALCULATION AREA–4	
AVERAGE FOOT–CANDLES	1.04
MAXIMUM FOOT–CANDLES	3.5
MINIMUM FOOT–CANDLES	0.1
MINIMUM TO MAXIMUM FC RATIO	0.04
MAXIMUM TO MINIMUM FC RATIO	26.53
AVERAGE TO MINIMUM FC RATIO	7.77

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–PRELIMINARY–

NOT FOR CONSTRUCTION

MATCH LINE – SEE SHEET PM–3

MATCH LINE – SEE SHEET PM–5

LUMINAIRE SCHEDULE

SYMBOL	LAMP	DESCRIPTION	MOUNTING	MODEL	VOLTS	NOTE 3	QUANTITY	DEFAULT ELEVATION
	(1) 53W 443561270940 – PDB LGT ENG BR84x 7 XPG2 NW	Pureform Gen2 – PBL Bollard	BOLLARD	SIGNIFY GARDCO, PBL–14L–350–NW–G2–3–UNV	120V 1P 2W	29000795213 XI 55W 0.1–1.8A 18–54V 0–10V 90C J CAN SS – V: 40.1V I:1060mA Lighting San Marcos 10/25/2017	115	3'
2	(1) 30W (1) Precision LEDGine Light Engine DRIVEN AT 500mA	PureForm LED area small precision PPT, 40 LED's, 3000K CCT, TYPE T2M OPTIC, 70CRI	POLE	SIGNIFY CANADA LTD PPT–P–A03–730–T2M	120V 1P 2W	SIGNIFY CANADA LTD (Bolsbrland) 2023/09/23 5002.2 ABSOLUTE LUMENS DELIVERED DATA SHOWN IS ABSOLUTE LUMENS TESTED PER LM–79	28	16'
3	(1) 42W (1) Precision LEDGine Light Engine DRIVEN AT 1100mA (Type 3)	PureForm LED area small precision PPT, 40 LED's, 3000K CCT, TYPE T3M OPTIC, 70CRI	POLE	SIGNIFY CANADA LTD, PPT–P–A06–730–T3M	120V 1P 2W	SIGNIFY CANADA LTD (Bolsbrland) 10606.7 ABSOLUTE LUMENS DELIVERED DATA SHOWN IS ABSOLUTE LUMENS TESTED PER LM–79	7	16'

CALCULATION AREA–3	
AVERAGE FOOT–CANDLES	1.26
MAXIMUM FOOT–CANDLES	15.8
MINIMUM FOOT–CANDLES	0.1
MINIMUM TO MAXIMUM FC RATIO	0.00
MAXIMUM TO MINIMUM FC RATIO	286.47
AVERAGE TO MINIMUM FC RATIO	22.84

CALCULATION AREA–6	
AVERAGE FOOT–CANDLES	3.17
MAXIMUM FOOT–CANDLES	29.2
MINIMUM FOOT–CANDLES	0.1
MINIMUM TO MAXIMUM FC RATIO	0.00
MAXIMUM TO MINIMUM FC RATIO	528.94
AVERAGE TO MINIMUM FC RATIO	57.45

SHEET INDEX MAP
N. T. S.



SHEET INDEX

PM–1	JOINT TRENCH TITLE SHEET
PM–2	OVERALL
PM–3,4,5	JOINT TRENCH INTENT

0 15 30 60

REGISTERED PROFESSIONAL ENGINEER
DAVID B. VOORHIES
No. 26429
Exp. 03–31–26
CIVIL
STATE OF CALIFORNIA

DATE:
REVISION
DELTA NO:

CALL BEFORE YOU DIG
USA
811
UNDERGROUND SERVICE ALERT

PHOTOMETRIC PLAN
1605-1765 SOUTH MAIN STREET
ONSITE
PULTE HOME COMPANY LLC
MILPITAS CALIFORNIA

RADIUS DESIGN LLC
UTILITY DESIGN CONSULTANTS & ENGINEERS
201 N CIVIC DRIVE, SUITE 135, WALNUT CREEK, CA 94596
Tel (925) 289-4575

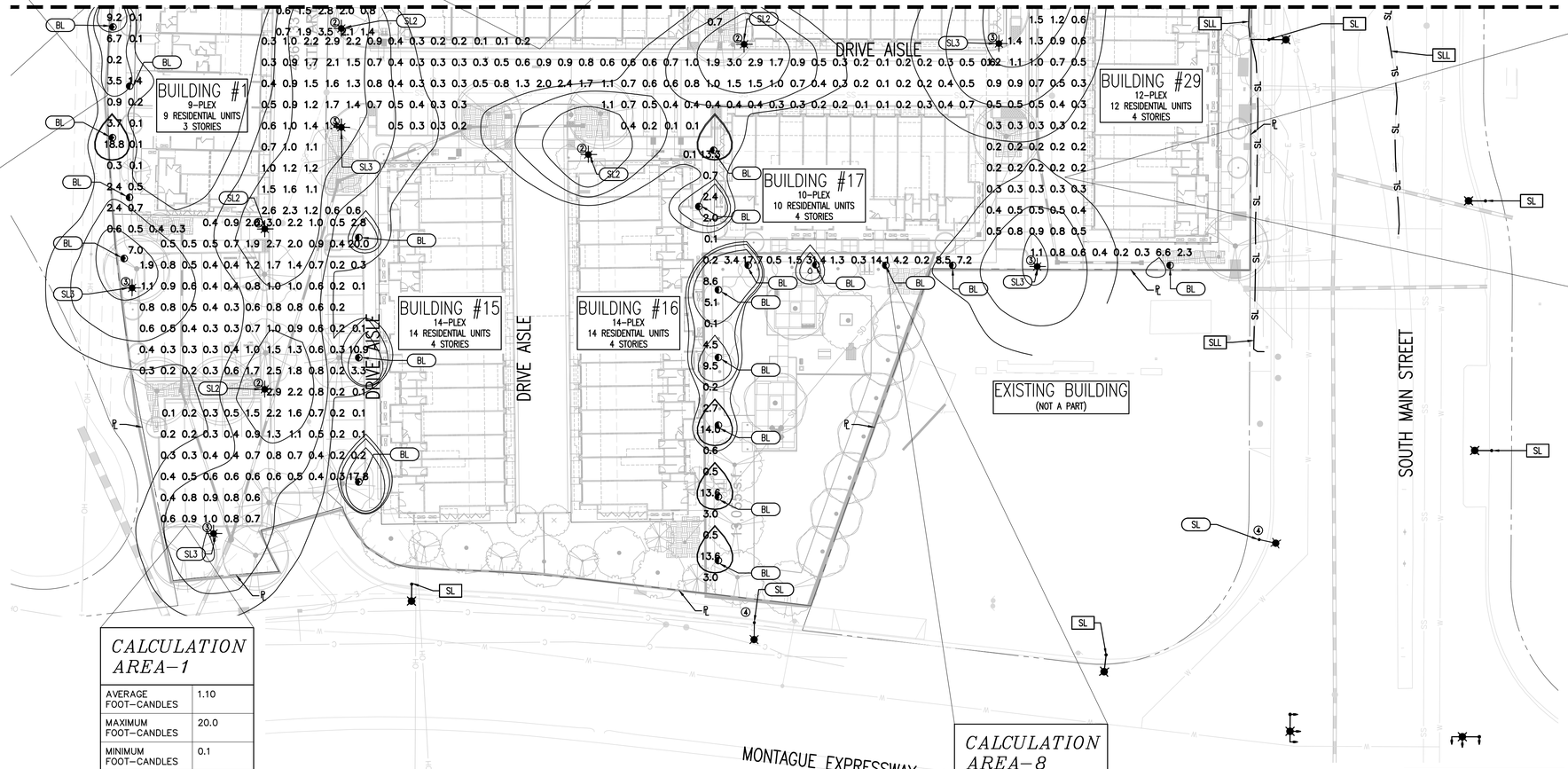
PROJECT NUMBER: 25-1383
SCALE: 1" = 30'
PROJECT MANAGER: RAVNEET SAHI
DRAWN BY: MICHAEL ELI
CHECKED BY: RAVNEET SAHI
LAST UPDATED: 12-18-2025
DRAWING NUMBER: PM-4
SHEET: 4 OF: 5

DRAWING NAME: J:\Dropbox\projects\2025\25-1383 1605-1765 south main st, milpitas\streetlight\ms 25-1383_st- pm.dwg
PLOT DATE: Thursday, December 11, 2025 11:35:06 AM
PLOTTED BY: MIKE E

-PRELIMINARY-
NOT FOR CONSTRUCTION

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THIS DRAWING HAS NOT YET BEEN REVIEWED BY UTILITY COMPANIES AND IS SUBJECT TO CHANGE.

MATCH LINE - SEE SHEET PM-4



CALCULATION AREA-1

AVERAGE FOOT-CANDLES	1.10
MAXIMUM FOOT-CANDLES	20.0
MINIMUM FOOT-CANDLES	0.1
MINIMUM TO MAXIMUM FC RATIO	0.00
MAXIMUM TO MINIMUM FC RATIO	386.55
AVERAGE TO MINIMUM FC RATIO	21.23

CALCULATION AREA-2

AVERAGE FOOT-CANDLES	0.79
MAXIMUM FOOT-CANDLES	3.0
MINIMUM FOOT-CANDLES	0.1
MINIMUM TO MAXIMUM FC RATIO	0.03
MAXIMUM TO MINIMUM FC RATIO	31.22
AVERAGE TO MINIMUM FC RATIO	8.09

CALCULATION AREA-3

AVERAGE FOOT-CANDLES	1.26
MAXIMUM FOOT-CANDLES	15.8
MINIMUM FOOT-CANDLES	0.1
MINIMUM TO MAXIMUM FC RATIO	0.00
MAXIMUM TO MINIMUM FC RATIO	286.47
AVERAGE TO MINIMUM FC RATIO	22.84

CALCULATION AREA-7

AVERAGE FOOT-CANDLES	3.28
MAXIMUM FOOT-CANDLES	30.3
MINIMUM FOOT-CANDLES	0.1
MINIMUM TO MAXIMUM FC RATIO	0.00
MAXIMUM TO MINIMUM FC RATIO	563.58
AVERAGE TO MINIMUM FC RATIO	60.99

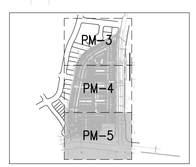
CALCULATION AREA-8

AVERAGE FOOT-CANDLES	5.55
MAXIMUM FOOT-CANDLES	31.4
MINIMUM FOOT-CANDLES	0.1
MINIMUM TO MAXIMUM FC RATIO	0.00
MAXIMUM TO MINIMUM FC RATIO	443.58
AVERAGE TO MINIMUM FC RATIO	78.38

LUMINAIRE SCHEDULE

SYMBOL	LAMP	DESCRIPTION	MOUNTING	MODEL	VOLTS	NOTE 3	QUANTITY	DEFAULT ELEVATION
	(1) 53W 443561270940 - PCB LGT ENG BR84x 7 XPG2 NW	Pureform Gen2 - PBL Bollard	BOLLARD	SIGNIFY GARDCO, PBL-14L-350-NW-G2-3-UNV	120V 1P 2W	29000795213 XI 55W 0.1-1.8A 18-54V 0-10V 90C J CAN SS - V:40.1V I:1060mA - Lighting San Marcos 10/25/2017	115	3'
2	(1) 30W (1) Precision LEDGine Light Engine DRIVEN AT 500mA	PureForm LED area small precision PPT, 40 LED's, 3000K CCT, TYPE T2M OPTIC, 70CRI	POLE	SIGNIFY CANADA LTD PPT-P-A03-730-T2M	120V 1P 2W	SIGNIFY CANADA LTD (Bolsbriand) 2023/09/23 5002.2 ABSOLUTE LUMENS DELIVERED DATA SHOWN IS ABSOLUTE LUMENS TESTED PER LM-79	28	16'
3	(1) 42W (1) Precision LEDGine Light Engine DRIVEN AT 1100mA (Type 3)	PureForm LED area small precision PPT, 40 LED's, 3000K CCT, TYPE T3M OPTIC, 70CRI	POLE	SIGNIFY CANADA LTD, PPT-P-A06-730-T3M	120V 1P 2W	SIGNIFY CANADA LTD (Bolsbriand) 10606.7 ABSOLUTE LUMENS DELIVERED DATA SHOWN IS ABSOLUTE LUMENS TESTED PER LM-79	7	16'

SHEET INDEX MAP
N. T. S.



0 15 30 60

SHEET INDEX

PM-1 JOINT TRENCH TITLE SHEET
PM-2 OVERALL
PM-3,4,5 JOINT TRENCH INTENT

REGISTERED PROFESSIONAL ENGINEER
DAVID B. VOORHIES
No. 26429
Exp. 03-31-26
CIVIL
STATE OF CALIFORNIA

DRAWING NAME: j:\dropbox\projects\2025\25-1383 1605-1765 south main st, milpitas\streetlighting\ms 25-1383_sl-pm.dwg
PLOT DATE: Thursday, December 11, 2025 11:35:06 AM
PLOTTED BY: MIKE E

DATE:
REVISION:
DELTA NO:

CALL 811 BEFORE YOU DIG
USA

PHOTOMETRIC PLAN
1605-1765 SOUTH MAIN STREET
ONSITE
PULTE HOME COMPANY LLC
MILPITAS CALIFORNIA

RADIUS DESIGN LLC
UTILITY DESIGN CONSULTANTS & ENGINEERS
201 N CIVIC DRIVE, SUITE 135, WALNUT CREEK, CA 94596
Tel (925) 269-4575

PROJECT NUMBER: 25-1383
SCALE: 1" = 30'
PROJECT MANAGER: RAVNEET SAHI
DRAWN BY: MICHAEL ELI
CHECKED BY: RAVNEET SAHI
LAST UPDATED: 12-18-2025
DRAWING NUMBER: PM-5
SHEET: 5 OF: 5

TABLE OF AMENITIES

SYMBOL	QTY.	SITE AMENITIES:
28	28	BENCHES
17	17	SHORT TERM BIKE RACKS (17 RACKS = 34 BIKE PARKING SPOTS)
	3	TABLES
	6	LOUNGE CHAIRS
	1	CORN HOLE SET
	2	TABLE TENNIS
	1	PLAY STRUCTURE (AGES 5-12)
	2	SHADE SAILS
	4	SHADE TRELLIS STRUCTURES
	2	BBQ GRILLS
	1	DRINKING FOUNTAIN
	4	DOG AGILITY ELEMENTS
	1	DOG WASTE BAG STATION

LARGE CANOPY, DECIDUOUS, BIO-RETENTION APPROVED SHADE TREE, TYP.

LARGE CANOPY, EVERGREEN SHADE TREE, TYP.

MAILBOX CLUSTERS, TYP OF 2 LOCATIONS, SEE DETAIL A/L2.1

BIKE RACK, TYP.

MEDIUM SIZE ACCENT TREE, TYP.

CONCRETE PAVING/WALKWAYS, TYP. DETAIL A/L2.0

DECORATIVE SCORED CONCRETE PAVING, TYP. SEE DETAIL B/L2.0

3' TALL PRIVATE PATIO FENCE & GATE, TYP. SEE DETAIL D/L2.0

BENCH, TYP.

NARROW/COLUMNAR ACCENT TREE, TYP.

ORNAMENTAL FLOWERING CANOPY TREE, TYP.

EVA PER CIVIL ENG. PLANS

WALKWAY CONNECTION TO MONTAGUE

SIDEWALK EXTENSION PER CIVIL ENG. PLANS

COMMON OPEN SPACE AREA SEE SHEET L1.2 FOR ENLARGEMENT PLAN AND IMAGERY

COMMON OPEN SPACE AREA SEE SHEET L1.1 FOR PLAN ENLARGEMENT AND IMAGERY

SHORT TERM/GUEST BIKE RACK, TYP., SEE DETAIL B/L2.1

MAILBOX CLUSTERS, TYP OF 2 LOCATIONS, SEE DETAIL A/L2.1

MONTAGUE EXPRESSWAY

ORNAMENTAL FLOWERING CANOPY TREE, TYP.

EVERGREEN SCREEN TREE, TYP.

BENCH, TYP.

BIKE RACK, TYP.

LARGE CANOPY, DECIDUOUS, BIO-RETENTION APPROVED SHADE TREE, TYP.

DOG RUN AREA SEE SHEET L1.3 FOR PLAN ENLARGEMENT AND IMAGERY

BIKE RACK, TYP.

BENCH, TYP.

NARROW/COLUMNAR ACCENT TREE, TYP.

A/C UNIT SCREENING, TYP. SEE DETAIL E/L2.0

EXISTING STREET TREES TO REMAIN, TYP. SEE ARBORIST REPORT

SOUTH MAIN STREET

STREET FRONTAGE SEE SHEET L1.4 FOR PLAN ENLARGEMENT AND IMAGERY

VAN DORN ABED
LANDSCAPE ARCHITECTS, INC.
81 14TH STREET, SAN FRANCISCO, CA
ZIP 94103 PH (415) 864-1921 FAX (415) 864-4796

PULTE HOMES

S. MAIN STREET

MILPITAS, CALIFORNIA

OVERALL LANDSCAPE PLAN

SCALE: 1" = 40'-0"

DATE: 3/09/26

0 20 40 80 120

L1.0

June 17, 2026

City of Milpitas Planning Dept.
ATTN: Kristina Phung
[via email]

1601-1765 South Main Street (P-SD25-0003) Density Bonus Narrative

Dear Kristina,

The development located at 1601-1675 South Main Street (P-SD25-0003) will consist of 272 residential condominium homes. Pulte Homes will be dedicating 41 of the 272 units as moderate-level below-market-rate homes.

Pulte is utilizing SB330 and the State Density Bonus Law. The development has been designed and reviewed in accordance with the City of Milpitas MXD development standards and objective design standards.

Pursuant to *Government Code Section 65915*, the California State Density Bonus Law, the provision of 15% of the development as affordable housing allows the developer one concession and unlimited waivers of development standards to facilitate the feasibility of the development. The State Density Bonus Law also establishes limits on minimum parking requirements which the project will be utilizing including the use of tandem parking beyond the City of Milpitas limits. A parking table is shown below as well.

Additionally, pursuant to SB 937**,** *Government Code Section 66007*, as the development qualifies under the State Density Bonus Law, it is also eligible to defer some development fees until the final inspection or certificate of occupancy, and thus Pulte is also requesting that the City of Milpitas honor this where applicable.

Please accept this letter as a formal request for the below concession, waivers and associated provisions. Should you have any questions, please contact us at your earliest opportunity.

Sincerely,

William C. Sadler, III
Bill.sadler@pulte.com
(925) 383-5425

List of Density Bonus Incentives/Waivers:

1 Concession			
Standard	**Required**	**Proposed**	**Justification**
ODS 3.9.1.2 Adjacency to Lower Development	No portion of a building shall be within a 45-degree daylight plane measured perpendicularly from the Shared rear property line from a height of 10 feet for the full length of the property line.	A small portion of the 3rd level of Buildings 1-7 will encroach into the daylight plane.	Parapets encroach to a maximum of 5'-0" height above the 45-degree plane at buildings 1- 7 along the rear property line. The encroachment reduces at buildings with larger setbacks of 22'-0" to 23'-0". The encroachment primarily occurs at the roof parapet without impacting the privacy of adjacent units. A modification in the angle from 45 degrees to approximately 50 degrees eliminates the encroachments. Design and installation of jogged roof trusses to remove the encroachment at the 3rd level would add significant construction costs, approximately $20,000 per building at 7 buildings. Shifting the buildings away from the property line to be completely outside of the plane would result in a loss of 10 or more units in other buildings due to shifts in streets, utilities, fire access setbacks, and other required site design elements. The loss of these units would make the project financially infeasible.

3 Waivers			
Standard	**Required**	**Proposed**	**Justification**
MMC XI-10-6.04-1 Building Height	Three Stories & 45' Maximum	(14) 3-story buildings with maximum height of 36.5'. (15) 4-story buildings with maximum height of 51'.	Adding a 4th floor allows for stacking condo units more efficiently than in 3-stories, allowing for more units in the same or similar building footprint. Reducing all buildings to 3 stories would result in a significant loss of density.
ODS 2.1.1 - Maximum Block Length	400' Block length & 1400' Block Perimeter	The block length from the property line to the South and the entrance to the site is 462' in front of buildings 27-29.	Mid-block connections are not proposed. Per the ODS, connections would have to connect from one right of way to another, which on this site would be a connection from South Main St. to Montague Expressway. In addition to Santa Clara County review comments prohibiting a connection on/off of Montague Expressway, designing the site with such a connection would result in a loss of units and site density.
ODS 3.9.1.3 - Planting	Rear and side yards shall be planted with a minimum of one tree per every 30 linear feet of shared property line.	Along the rear PL, trees are planted an avg. of every 35.5 feet.	There is approximately 1,421 LF of shared property line, which would require 47 trees at the 1 tree per 30 feet of property line requirement. 40 trees are proposed, which is the most that can be proposed without shifting buildings and associated ladder pads, walkways, utilities, etc. which would result in a loss of units and density.

REQUIRED PARKING PER STATE DENSITY BONUS LAW

GUEST PARKING (TOWNHOMES AND STACKED TOWNHOMES)		
2 & 3 BEDROOM UNITS = 1.5 x (102+162)		396
4 BEDROOM UNITS = 2.5 x 8		12
	TOTAL	408

NOTE: STATE DENSITY BONUS LAW REQUIRES 1.5 TOTAL SPACES / 2 & 3 BEDROOM UNIT AND 2.5 TOTAL SPACES / 4 BEDROOM.

SUMMARY: THE PROJECT REQUESTS THE USE OF CALIFORNIA DENSITY BONUS LAW PARKING REQUIREMENTS FOR REDUCED PARKING COUNT AND FOR THE ALLOWANCE OF ADDITIONAL TANDEM PARKING.
637 = TOTAL PARKING PROVIDED (204+340+93)

End of Document

1601-1675 South Main St. ODS Checklist
June 10, 2026

Building Type and Project Size

Building Type ☐ (S) Small ☑ (M) Medium ☐ (L) Large ☐ (XL) Extra Large

Site Type ☑ Development considered Large Site/Master Planned Project

Site Planning

	Applicant N/A	Applicant Compliance	City Use Only N/A	City Use Only Compliance	Drawing References (Sheet/Exhibit):
2.1 Block Length	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
(a) Maximum block length does not exceed 400 feet	☐ ☐	☐ ☐	☐ ☐	☐ ☐	Project does not comply because the blocks exceed 400 feet and providing additional mid-block connections would result in a loss of project density. Sheet C3.1/3.2
(b) Maximum perimeter length of block does not exceed 1,400 feet					Mid block connections are not provided. Sheet C3.1/3.2

Additional Applicant Comments (Optional)	Additional City Comments (Optional)

2.2 Mid-Block Connections	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
2.2.1 Mid-block Connections					
Mid-block Connections shall meet all stormwater management and c.3 requirements	☑	☐	☐	☐	N/A - no mid block connections
2.2.2 Minimum Building Setbacks for private streets and publicly accessible pedestrian pathways					
Primary building frontage is set back a minimum of 5 feet from a public access easement or back of pedestrian pathway, whichever is closer (*Residential projects-only)*	☑	☐	☐	☐	N/A - no mid block connections
2.2.3 Paseo/Pedestrian Path; 2.2.4 Shared Street/Woonerf; 2.2.5 Private Street					
Mid-block connections meet standards by type of connection described in Section 2.2.3-2.2.5	☑	☐	☐	☐	N/A - no mid block connections

Additional Applicant Comments (Optional)	Additional City Comments (Optional)

2.3 Shared Publicly Accessible Open Space (Large Sites/Master Planned Projects Only)	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
2.3.1 Required Publicly Accessible Open Space					
(i) Projects with an average building height less than 45 feet, Publicly Accessible Open Space is equal to or greater than 5% of lot area.	☐	☑	☐	☐	Central Park Area will be made publicly Accessible. See sheet L1.01
(ii) Projects with an average building height greater than 45 feet, Publicly Accessible Open Space is equal to or greater than 10% of lot area.	☑	☐	☐	☐	N/A - buildings less than 45' height average.
2.3.2 Minimum Design Requirements					
Publicly Accessible Open Space includes one contiguous open space that is equal to or greater than 1/3 of the required *Publicly Accessible Open Space area.*	☐	☑	☐	☐	Majority of space designated is one park area. Sheet L1.01
Publicly Accessible Open Space has a minimum length and width of 40 feet	☐	☑	☐	☐	Exceeds minimum dimensions. Sheet L1.01
Publicly Accessible Open Spaces located adjacent to a public right-of-way, or visible from a public right-of-way and connected to a public sidewalk with a public access easement with a pedestrian pathway that is less than 100 feet in length	☐ ☐	☑ ☑	☐ ☐	☐ ☐	Park will be connected to S Main St. with a publicly accessible sidewalk.
A public access easement is provided for the entire Publicly Accessible Open Spa					Easement will be provided with final map

Additional Applicant Comments (Optional)	Additional City Comments (Optional)

2.4 Services and Utilities (Large Sites/Master Planned Projects Only)	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
2.4.1 Mail Delivery					
Project met with U.S. Postmaster for project review prior to submittal of plans to the City for review	☐	☑	☐	☐	We consulted with Postmaster on Milpitas requirements. Actual plan review to be provided prior to building permit approval (CD's).
Mailbox(es) within a single multifamily or mixed-use building are located within shared lobbies. If a shared lobby is not provided, mailboxes are located adjacent to a primary pedestrian pathway	☐	☑	☐	☐	Mailboxes are located adjacent a primary pedestrian pathway - sheets L1.0, L2.1

Additional Applicant Comments (Optional)	Additional City Comments (Optional)

Site Design

	Applicant N/A	Applicant Compliance	City Use Only N/A	City Use Only Compliance	
3.1 Sidewalk Design	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
3.1.1 Effective Sidewalk Widths					
Sidewalks shall meet the standards for different project type	☑	☐	☐	☐	N/A - PSUE on S Main St. takes precedence, sidewalk cannot conflict with PSUE.

Additional Applicant Comments (Option	Additional City Comments (Optional)

3.2 Building Orientation	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
3.2.1 Building Frontages					
Primary building frontages shall face a public sidewalk or a publicly accessible pathway.	☐	☑	☐	☐	Complies - primary building frontages are Building 25-29 and face South Main Street.
3.2.2 Pedestrian Connections					
Primary entries to buildings or units shall be connected to a public sidewalk or publicly accessible pathway with a pedestrian pathway with the specified minimum width dimensions.	☐	☑	☐	☐	3.5' is the minimum for individual unit entries. This is met as we provide minimum 4' entry pathways.
3.2.3 Building Setback/Build-to-Zone					
Buildings shall occupy the minimum percentage of the building frontage within the Build-to-Zone defined by Building Type.	☐	☑	☐	☐	Buildings are built as close as possible to setback line while still incorporating landscape and life/safety requirements.

Additional Applicant Comments (Option	Additional City Comments (Optional)

3.3 Building Setback Character	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
3.3.1 Landscaping					
Required front setbacks shall meet the standards for required landscaped area.	☐	☑	☐	☐	See L1.0 for tree locations. 26 trees would be required to meet 1:40 trees to LF of frontage. 27 proposed.
3.3.2 Encroachments					
within required front setback areas and required primary frontage setbacks.	☐	☑	☐	☐	Project is compliant: there are no prohibited elements within the front setback areas. See L1.0 for landscape plan

Additional Applicant Comments (Option	Additional City Comments (Optional)

3.4 Ground Floor Uses	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
3.4.1 Active Frontage (M), (L), or (XL) Projects					
Active Frontages shall count for a minimum of 80% of each building façade facing a public street or publicly accessible pathway with adjacent Primary Building Frontages	☐	☑	☐	☐	Project complies as Active frontage types - "d. Ground Floor Residential Units with individual unit entries". See C3.1/3.2 for site plan.
Active Frontage uses shall have a minimum interior depth of gross building area as defined by use type.	☐	☑	☐	☐	depth exceeds this). See any sheet for dimensions, composite floorplans on arch sheets or civil site plan shows architectural backgrounds. See C3.1/3.2 for site plan.
Active Frontage uses shall have a finished floor height above grade at back of sidewalk within the ranges defined by use type.	☐	☑	☐	☐	Project complies. 3-story buildings are at-grade. 4-story buildings have at-grade entries and entries 2.4' (30") above the level of the sidewalk in front of the building. See sheet A1.24 for raised entries.
Active Frontage uses shall have a minimum floor-to-floor as defined by use type.	☑	☐			N/A - residential use is not listed in 3.4.1.6

Additional Applicant Comments (Option	Additional City Comments (Optional)

3.5 Access and Parking	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
3.5.1 Vehicle Acess + Parking					
Driveways shall be a minimum of 50 feet from any street intersection. For parcels less than 75 feet wide, driveways shall be located along the lot line farthest from the	☑	☐	☐	☐	N/A - Building design isn't compatible with this requirement. In-unit garages/driveways are centered on the units/condo lots.

Each development project site shall be limited to one curb cut, including driveways and private/service streets, per 250 feet of public street frontage, or two curb cuts per street frontage, whichever is less (unless otherwise	☐	☐	☐	☐	For over 1,000LF of frontage only 2 driveways are proposed. Sheets C3.1/3.2
Driveways shall be a minimum of 3 feet from a property line or include a shared driveway access with adjoining	☑	☐	☐	☐	N/A - Driveways are common area owned by association with no exclusive use to individual owners
No more than 30% of the primary street frontage shall be devoted to garage openings, carports, surface parking, or service/loading entries).	☐	☑	☐	☐	Compliant - Building frontages are paseos or South Main St.. Sheets C3.1/3.2
Entries to structure parking when combined with loading, and utility/service areas shall not exceed 30 feet in width. Vehicle entries shall not exceed 22 feet in width.	☑	☐	☐	☐	Not appplicable: No structured parking is proposed.
Above grade structured parking levels facing a public right-of-way or Publicly Accessible Open Space/pedestrian pathway, except for vehicular alleys, shall be lined with commercial or habitable uses with a minimum depth of 20	☑	☐	☐	☐	Not appplicable: No structured parking is proposed.
All portions of partially subgrade parking visible above grade shall not exceed 5 feet in height, shall be architecturally treated no differently than that primary structure and shall utilize the same level of detail, articulation, and materials as the primary façade, and shall be screened with landscape screening (e.g., shrubs,	☑	☐	☐	☐	Not appplicable: No structured parking is proposed.

dditional Applicant Comments (Option	Additional City Comments (Optional)

3.6 Landscaping	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
3.6.1 Bay Friendly Planting and Water Conservation					
A minimum of 75% of non-turf landscaped areas shall be planted with native or drought-tolerant planting.	☐	☑	☐	☐	Project complies - bay friendly guidelines will be met in construction drawings' plant selection.
3.6.2 Non-Plant Materials, Soil, and Mulch					
Planting in above grade courtyards shall have a minimum soil depth of 12 inches for ground cover, 20 inches for	☑	☐	☐	☐	N/A - no above grade courtyards.
3.6.3 Parking Lot Landscaping					
A minimum of 15% of the total off-street open parking area shall be landscaped with a mixture of trees, shrubs, ground	☐	☑	☐	☐	Complies - See sheet L1.0: Off street (head in parking areas) landscaping ranges from 23%-86% total parking area
Tree wells shall have a minimum 5-foot dimension					
Contiguous parking spaces shall not exceed number of spaces without a tree well defined for residential and	☐	☑	☐	☐	Compliant: all islands min 5' wide, no more than 6 contiguous stalls witout tree island - see L1.0
3.6.4 Plant Size and Spacing					
Plant size and spacing shall meet the standards for minimum plant material sizes, plant spacing, and minimum planter widths.	☐	☐	☐	☐	See L1.0. Planting details to be provided during CD's. Trees will be 24" box. 34 trees would be required along S Main St. for which 34 are proposed, etc.

dditional Applicant Comments (Option	Additional City Comments (Optional)

3.7 Utilities, Service Areas, and Building Equipment	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
3.7.1 Service Areas, Storage, Utilities, and Equipment					
Project shall satisfy all the applicable standards described in Section 3.7.1.1-3.7.1.5	☐	☑	☐	☐	Compliant: AC condensers are shown screened on L1.0. Backflows cannot be screened due to fire department requirements.
3.7.2 Waste Removal					
Project shall satisfy all the applicable standards described in Section 3.7.2.1-3.7.2.2	☐	☑	☐	☐	All condos will have their own carts stored in garages. See C7.1/7.2 for solid waste handling plans.

dditional Applicant Comments (Option	Additional City Comments (Optional)

3.8 Site Lighting	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
3.8.1 Nuisance Prevention					
Project shall satisfy all the applicable standards described in Section 3.8.1	☐	☑	☐	☐	Project will be compliant with all requirements of 3.8 once design level plans are created - condition of approval item.
3.8.2 Maximum Height					
Freestanding outdoor light fixtures shall not exceed 16 feet in height.	☐	☑	☐	☐	Project will be compliant with all requirements of 3.8 once design level plans are created - condition of approval item.
3.8.3 Fixture Types	☐	☑	☐	☐	
Project shall satisfy all the applicable standards described in Section 3.8.3					Project will be compliant with all requirements of 3.8 once design level plans are created - condition of approval item.
3.8.4 Minimum Lighting Requirements					

Project shall satisfy all the applicable standards described in Section 3.8.4	☐	☑	☐	☐	Project will be compliant with all requirements of 3.8 once design level plans are created - condition of approval item.
3.8.5 Design of Fixtures	☐	☑	☐	☐	
Project shall satisfy all the applicable standards described in Section 3.8.5					Project will be compliant with all requirements of 3.8 once design level plans are created - condition of approval item.
3.8.6 Energy Efficiency					
All new outdoor lighting fixtures shall be energy efficient with a rated average bulb life of not less than 10,000 hours	☐	☑	☐	☐	Project will be compliant with all requirements of 3.8 once design level plans are created - condition of approval item.

Additional Applicant Comments (Option	Additional City Comments (Optional)

3.9 Standards for Special Conditions and Adjacencies	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
3.9.1 Adjacency to Lower Density Development					
Buildings shall meet the standards for required setback along the shared property line(s).	☐	☑	☐	☐	Complies - MXD minimum rear-yard setback is 10'. Face of buildings in rear of site adjacent to Pines property line wall (already 6' tall concrete) is 20'. See sheets C3.1 and C3.2 for these setbacks.
No portion of a building shall be within a 45-degree daylight plane measured perpendicularly from the shared rear property line from a height of 10 feet for the full length of the property line.	☐	☐	☐	☐	Out of compliance for three-story buildings along the back wall - see sheet C3.2 for section
Rear and side yards shall be planted with a minimum of one tree per every 30 linear feet of shared property line.	☐	☐	☐	☐	Location of fire ladder clear areas preclude this in some locations along the western PL/Lower Density Developement. Trees provided every 30 linear feet wherever feasible (buildings 5 & 6), but less than for all other buildings due to aforementioned conflicts. See L.1 for landscape plan showing trees along back wall. Approx 47 would be required and only 40
The maximum distance between two trees shall not be greater than 50 feet. Rear and side yards shall be planted with a minimum of three shrubs per 20 linear feet.	☐	☐	☐	☐	Location of fire ladder clear areas preclude this in some locations. A minimum of 3 trees are planted at each buildling along the western PL/adjacent Lower Density Development Fire ladder pad locations preclude planting trees in some locations, shrub planting will comply.
3.9.2 Adjacency to Major Roadways					
All residential units shall meet the minimum set back distance from face-of-curb.	☐	☐	☐	☐	Not applicable - no building frontages face a major roadway. Montague Exp. Is a major roadway. Only Buildings 15 & 16 are adjacent, but not facing the roadway. Building 15 is 33' from face of curb at its closest
Ground floor residential units fronting a Major Roadway shall meet the average and minimum finished floor height above top-of-curb elevation.	☐	☑	☐	☐	Not applicable, no units face a major roadway
A double row of trees shall be planted between the building and the curb. Each row shall have a minimum of	☑	☐	☐	☐	N/A - this is intended for buildings facing a major roadway which is not an element of this site.
3.9.3 Adjacency to Freeways					
Residential buildings shall be set back a minimum 60 feet from the edge of a freeway right-of-way.	☑	☐	☐	☐	N/A - no freeway ROW
A double row of trees shall be planted within 40 feet of the freeway right-of-way. Each row shall be within 30 feet of each other and have a minimum of one tree per every 30	☑	☐	☐	☐	N/A - no freeway ROW
3.9.4 Adjacency to Railroads					
All residential buildings shall be set back a minimum 40 feet from the railroad right-of-way.	☑	☐	☐	☐	N/A - no Railroad ROW
3.9.5 Adjacency to Natural Areas/Creeks/Channels					
All buildings shall be set back a minimum of 40 feet from the top of the bank of channel.	☑	☐	☐	☐	N/A - no natural areas/creeks/channels
Where a public path is not located between the building and top of bank, a 12-foot-wide public access easement shall be located within the first 30 feet depth from the	☑	☐	☐	☐	N/A - no natural areas/creeks/channels
A continuous planting strip with a minimum width of 12 feet and a length greater than 80% of the length of the property line shall be located between the building and top of bank. Trees shall be planted at a minimum of one tree	☑	☐	☐	☐	N/A - no natural areas/creeks/channels
A minimum of 60% of the site area between buildings and the property line adjacent to the natural area, creek, or	☑	☐	☐	☐	N/A - no natural areas/creeks/channels

Additional Applicant Comments (Option	Additional City Comments (Optional)

4.1 Small and Medium Building Types	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
4.1.3 Design Standards (S) (M)					
Projects shall meet the development standards outlined in Table 4.1.3.1	☐	☑	☐	☐	Please refer to builidng composite floors plans listed in the sheet index. We meet the requirements of Low Rise Multifamily based on the description provided in the ODS for Middle Housing- 4.1.2.4 Low-rise multifamily L - *"Low-rise multifamily developments are generally made up of two or more buildings of two to four stores organized around shared parking and amenities. Unit types may include multilevel townhomes, stacked flats, or a combination of both"*
Residential buildings shall employ at least two of the building modulation strategies described in Section 4.1.3.2	☐	☑	☐	☐	Please refer to building elevation sheets A1.13, A1.23, A 1.33 for 3 story buildings and A1.14, A1.24, A 1.34 for 4 story buildings to review the varied roof forms, balcony modulations, and projections. All building elevations include variety of balcony openings and roof parapets or sloped roofs that breaks massing at each unit.
All builidng facades shall incorporate at least three of the features, consistent in design style, which provide articulation and design interest described in Section 4.1.3.2	☐	☑	☐	☐	Please refer to building elevation sheets sheets A1.13, A1.23, A 1.33 for 3 story buildingsA1.14, A1.24, A 1.34 for 4 story buildings. We comply with a,b,c,d. Additionally, All windows and doors have trim surrounds.
Any building with the Primary Façade and building entry facing a street or pathway perpendicular to a public street right-of-way, private street, or publicly accessible pathway shall meet the standards for end units described in Section 4.1.3.3	☑	☐	☐	☐	N/A Our Primary facades and unit entries are parallel to the pathway or private street.
For multifamily residential buildings with up to 8 units and not exceeding 40 feet in width, the Primary Building Entry may be located on the side of the building not facing the public right-of-way if a publicly accessible pedestrian pathway connects directly to a forecourt or front porch with a minimum dimension of 6 feet.	☑	☐	☐	☐	N/A - All our primary unit entries face private street, private paseo or accessible pathway.We have one unit in 3 story plans that have unit entry on side of the building, but they face an accessible pathway and paseo that leads to public pathway. Please see siteplan A 0.40
Small and Rowhouse Building Types shall meet the parking standards described in Section 4.1.3.5	☑	☐	☐	☐	N/A - We are not rowhouse building types per definition in ODS
Projects shall meet the Open Space standards described in Section 4.1.3.6 for Cottage Clusters, Courtyard Buildings, or Middle Housing types.	☐	☑	☐	☐	Our buildings do not exceed 20 units. The project siteplan A0.40 and landscape plans indicate open spaces for your review.

Additional Applicant Comments (Optional)	Additional City Comments (Optional)

4.2 Large and Extra large Building Types	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
4.2.1 Massing and Form					
Buildings shall not exceed 380 feet in length or width.	☑	☐	☐	☐	n/a - we are medium building types
Buildings greater than 6 stories in height shall provide a variety in building heights and reduce the massing of upper floors through one or more of the techniques described in Section 4.2.1.2	☑	☐	☐	☐	n/a - we are medium building types
High-rise buildings shall meet the standards for maximum floorplate, maximum building length, and tower separations described in Section 4.2.1.3	☑	☐	☐	☐	n/a - we are medium building types
4.2.2 Façade Modulation					
Exterior facing building facades shall meet the standards for Major Break(s) described in Section 4.2.2.1	☑	☐	☐	☐	n/a - we are medium building types
Façade planes shall choose one of the minor vertical façade modulations for Minor Break(s) described in Section 4.2.2.2	☑	☐	☐	☐	n/a - we are medium building types

Additional Applicant Comments (Optional)	Additional City Comments (Optional)

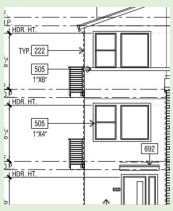
4.3 Façade Design	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
4.3.1 Façade Composition					
Each building façade greater than 100 feet in length shall include a minimum of two distinct façade compositions. For every additional 100 feet of building façade, an additional distinct façade composition is required.	☐	☑	☐	☐	please refer to building elevation sheets. Building facades are broken into multiple façade compositions for visual interest and to break monotony
4.3.2 Base/Middle/Top					
Buildings three stories or taller and a building length greater than 50 feet shall be designed to differentiate a defined base or ground floor, a middle or body, and a top, cornice, or parapet cap as described in Section 4.3.2.1 and 4.3.2.2. This standard applies to all exterior facing facades.	☐	☑	☐	☐	3 story buildings meet composition A, 4 story buildings meet composition b and C where we have sloped roof at the top and upper levels step back. lease refer to building elevation sheets sheets A1.13, A1.23, A 1.33 for 3 story buildingsA1.14, A1.24, A 1.34 for 4 story buildings.

Additional Applicant Comments (Optional)	Additional City Comments (Optional)

Building Elements

	Applicant N/A	Applicant Compliance	City Use Only N/A	City Use Only Compliance	
5.1 Ground Floor Design	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
5.1.1 Building Entries (M) (L) (XL)					
The Primary Building Entry for multifamily buildings shall meet the standards described in Section 5.1.1.1 - Meet section 5.2 for L **5.1.1 Building Entries (M)(L)(XL)** *5.1.1.1 Primary Building Entry* 1. The Primary Building Entry for multifamily buildings shall face a public right-of-way or a publicly accessible pedestrian pathway. 2. Primary building entries shall be scaled proportionally to the number of people served. Building entries inclusive of doorway and adjacent façade plane shall meet the following minimum width and depth from Primary Façade dimensions: a. Individual residential entries: See Section 5.2 b. Multifamily entries (9 or more units): width: 10 feet; depth: 3 feet c. Upper floor commercial entries: width: 15 feet; depth; 5 feet 3. Primary entries for multifamily entries (9 or more units) and commercial entries shall have a minimum 60% transparent glazing between 3 and 7 feet in height for the required entry width. 4. Building lobbies for primary entries for (M) and (L) building serving more than 9 units shall include direct access to a stairwell to provide an alternative to elevators. a. Stairwell shall be visible from lobby area. b. Stairwell shall include natural light. c. Stairwell may be open air.	☐	☑	☐	☐	1. All private unit entry entry face an accessible pedestrian pathway. See civil siteplan or arch siteplan sht A0.40 2. N/a proposed buildings include private unit entry exclusive to each unit. Proposed design does not inlcude building entry. 3. n/a roposed buildings include private unit entry exclusive to each unit. Proposed design does not inlcude building entry or multi-family entry. 4. n/a Proposed design does not include uilding lobby.
Storefront/Retail Entries shall meet the standards described in Section 5.1.1.2	☑	☐	☐	☐	N/A: Project is residetial-only
Individual Residential Unit Entries shall meet the standards described in Section 5.1.1.3 Terrace entry- includes a 4' deep roof over entry Door Yard entry includes flat awning/ canopy for weather protection. *5.1.1.3 Individual Residential Unit Entries* 1. For buildings with 9 or more ground floor units, a minimum of 80% of the ground floor residential units that face a public right-of-way or publicly accessible path, or open space shall have a unit entry with direct access to the sidewalk, path, or open space. (Senior units or other deed-restricted units for special populations are exempt) 2. Ground floor residential entries shall be designed to section 5.2 Residential Entry Types standards. 3. Ground floor residential entries shall include weather protection that is a minimum 4 feet wide and 3 feet deep by recessing the entry, providing an awning, or using a combination of these methods.	☐	☑	☐	☐	1. All private unit entries face private paseo or private walkways that are part of accessible route to a public pathway. See siteplan A 0.40 2. All private residential unit entry complay with Section 5.2 - proposed unit entry designs include a mix of porch entry, terrace entry and dooryard entry. Please see sheets A1.13, A1.23, A 1.33 for 3 story buildingsA1.14, A1.24, A 1.34 for 4 story buildings. 3. Per the elevations shown here and indicated in the sheet above, all unit entries are protected with a recessed entry or a covered roof or awning.   
Door Yard entry includes flat awning/ canopy for weather protection.					
5.1.2 Ground Floor Facades					
Ground Floor Storefront/Retail Façades shall meet the standards described in Section 5.1.2.1	☑	☐	☐	☐	N/A: Project is residential-only
Ground Floor Non-residential Façades shall meet the standards described in Section 5.1.2.2	☑	☐	☐	☐	N/A: Project is residential-only
Ground Floor Residential Façades shall meet the standards described in Section 5.1.2.3 *5.1.2.3 Ground Floor Residential Façades* 1. Façades shall have a minimum 30% transparent glazing between 4 and 7.5 feet in height above finished floor. 2. Transparent glazing shall be maximum 50% reflective, visible light transmittance greater than 80%, and without tint or coloration in the glass substrate.	☐	☑	☐	☐	Glazing is all transparent

Additional Applicant Comments (Optional)	Additional City Comments (Optional)

5.3 Fenestration Design	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
5.3.1 Fenestration Design					
Windows shall be recessed a minimum of 2 inches. Façades or portions of façades utilizing a curtain wall are exempt from this standard.	☐	☑	☐	☐	Compliance: Windows have 2" trim surround to provide a recessed appearnce. The windows are not physically recessed 2" due to water intrusion concerns. 

Windows that are flat or "flush" with the façade are prohibited unless applied to a portion of a building that is part of a recessed façade modulation with a minimum 4 inches in depth. Façades or portions of façades utilizing curtain walls are exempt from this standard.	☐	☑	☐	☐	all proposed windows are sourrounded with 2" window surround trim to provide a 2" recess/shadow effect. Please see sheets A1.13, A1.23, A 1.33 for 3 story buildingsA1.14, A1.24, A 1.34 for 4 story buildings.

Additional Applicant Comments (Optional)	Additional City Comments (Optional)

5.4 Green/Productive Roofscapes	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
5.4.1 Green/Productive Roofscapes					
Green/Productive Rooftops shall meet the standards described in Section 5.4.1	☐	☐	☐	☐	The proposed architecture does not inlcude green roofs. The roof - both flat and sloped design include cool roof materials and will be fully occupied to house solar panels. We will seek a waiver to meet this non compliance. See sheets A1.12,A1.22, A1.32 for 3 story roof plans and Sheets A1.13, A1.23, A 1.33 for 4 story roof plans

Additional Applicant Comments (Optional)	Additional City Comments (Optional)

5.5. Building Materials	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
5.5.1 Allowed Building Materials					
All Building Materials shall meet the standards described in Section 5.5.1	☐	☑	☐	☐	See elevation sheets A1.13, A1.23, A 1.33 for 3 story buildingsA1.14, A1.24, A 1.34 for 4 story buildings. Per section 5.5.1 The exterior elevations cladding includes Stucco as the primary material covering 55-65% of the façade. Fibercement siding and stone coveres 25 % of the facade. Stone cladding is included as accent material on first floor of the facades wiht upto 10% coverage.





Variation in Building Materials. Each façade shall include the following materials:

a. Primary materials shall cover between 55 to 65% of each exterior (excluding windows, doors, garage doors, and building trim).
b. High-quality primary materials such as brick, stone, ceramics, metals, fiber-cement panels, Shou Sugi Ban, or other composite panel systems may exceed 65% maximum. Panel systems shall not have exposed bolts or fasteners.
c. A secondary material(s) shall cover the remainder of each façade (excluding windows, doors, garage doors, and building trim) from 25 to 35%.
d. Durable finish and/or accent materials, including masonry, tile, stone, brick, and/or finished metal may cover up to 10% of the first floor of the front façade (excluding building trim).

Additional Applicant Comments (Optional)	Additional City Comments (Optional)

Usable Open Space

	Applicant N/A	Applicant Compliance	City Use Only N/A	City Use Only Compliance	
6.1 Distribution of Open Space	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
For (L) and (XL) projects, a minimum of 30% of required Usable Open Space shall be Common Shared Open Space.	☐	☑	☐	☐	All useable open space is common area
Publicly Accessible Open Spaces greater than 5,000 sf in continuous area may count as 1.2 times the amount of required common shared open space.	☐	☑	☐	☐	No need for additional space.

Additional Applicant Comments (Optional)	

	Additional City Comments (Optional)

6.2 Open Space Types	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
6.2.1 Publicly Accessible Open Space					
If Publicly Accessible Open Space is provided, it shall meet the standards described in Section 6.2.1	☐	☑	☐	☐	Complies
6.2.2 Common Open Space					
Common Open Space shall meet the standards described in Section 6.2.2	☐	☑	☐	☐	Complies
6.2.3 Private Open Space					
Private Open Space shall meet the standards described in Section 6.2.3	☐	☑	☐	☐	Private open spaces are provided in form of balcony and fenced patios, covered patios. Refer to architecture sheets A2.10-A2.60 for floorplans.

UNIT PLAN PLANS

A2.10 UNIT PLANS 1A/1X & 4A FIRST FLOOR PLANS
A2.11 UNIT PLANS 1A/1X & 4A SECOND & THIRD FLOOR PLANS
A2.20 UNIT PLANS 2A, 5A/B/C & 7A/B/C FIRST & SECOND FLOOR PLANS
A2.21 UNIT PLANS 2A, 5A/B/C & 7A/B/C THIRD & FOURTH FLOOR PLANS
A2.30 UNIT PLANS 3A, 6A & 8A FIRST FLOOR PLANS
A2.31 UNIT PLANS 3A, 6A & 8A SECOND FLOOR PLAN
A2.32 UNIT PLANS 6A & 8A THIRD & FOURTH FLOOR PLANS
A2.40 ADAPTABLE UNITS 2 & 3 FIRST FLOOR PLANS

UNIT PLAN PLANS

A2.10 UNIT PLAN 1A/1AX & 2A FIRST, SECOND & THIRD FLOOR PLANS
A2.11 UNIT PLAN 1A & 2A FIRST FLOOR PLAN
A2.30 UNIT PLAN 3A FIRST, SECOND & THIRD FLOOR PLANS & OPTIONS
A2.40 UNIT PLANS 4A FIRST, SECOND & THIRD FLOOR PLANS & OPTIONS
A2.50 UNIT PLAN 5A FIRST, SECOND & THIRD FLOOR PLANS & OPTIONS
A2.60 UNIT PLAN 6A FIRST, SECOND & THIRD FLOOR PLANS & OPTIONS

Additional Applicant Comments (Optional)	Additional City Comments (Optional)

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: February 23, 2026

To: City of Milpitas

From: Eric Tse, P.E., PTOE

Subject: Local Transportation Analysis for 1601 South Main Street Residential Development

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Hexagon Transportation Consultants, Inc. has completed this transportation analysis report for the proposed residential development at 1601 South Main Street in Milpitas, California. The project, as proposed, would involve demolition of existing business park buildings and construction of 272 single family attached units. Access to the site would be provided via two new driveways on South Main Street. The existing entry-only driveway on Montague Expressway at the southwest corner of the site will be converted to emergency only access. The site location is shown on Figure 1. The project site plan is shown on Figure 2.

Scope of Study

The analysis was conducted in accordance with the standards and methodologies prescribed by the City of Milpitas for transportation analyses (TA's), the California Environmental Quality Act (CEQA), and the Valley Transportation Authority (VTA) Congestion Management Program (CMP). The project's impacts on VMT were documented in a separate report titled *"VMT and Trip Generation Review for 1601 South Main Street Residential"* dated July 18, 2025 by Hexagon.

The study intersections are shown below and on Figure 1.

- Montague Expressway and South Main Street (CMP intersection)
- South Main Street and Mihalakis Drive
- South Main Street and Cedar Way
- South Main Street and South Abel Street
- Great Mall Parkway and South Abel Street
- Great Mall Parkway and South Main Street

The effects of the project were evaluated during the weekday AM and PM peak hours. The AM peak hour of traffic is typically between 7:00 AM and 9:00 AM and the PM peak hour is typically between 4:00 PM and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average weekday. Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing conditions are represented by existing peak hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from recent traffic counts conducted in May 2025 (see Appendix A).

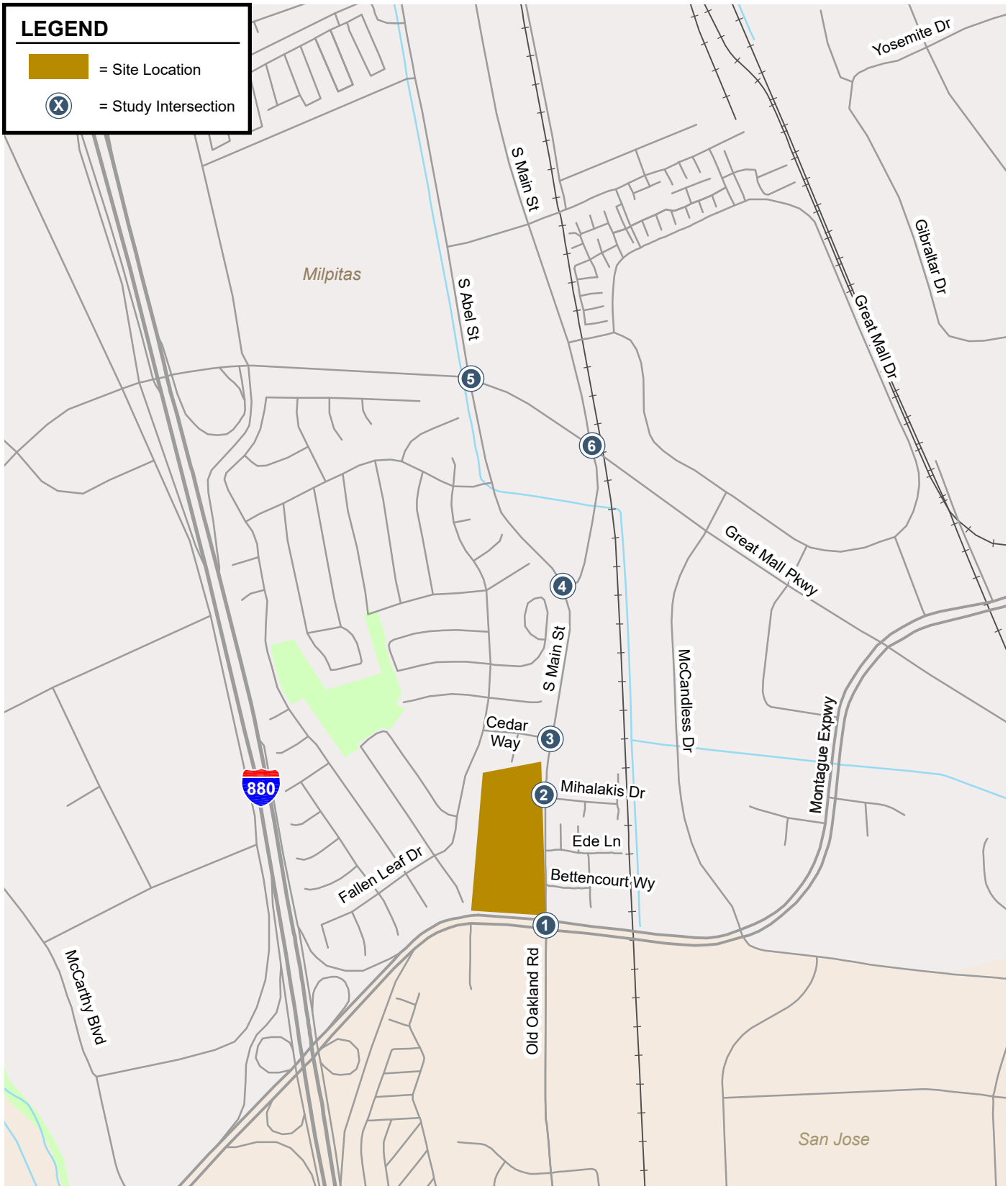


Figure 1
Site Location and Study Intersections

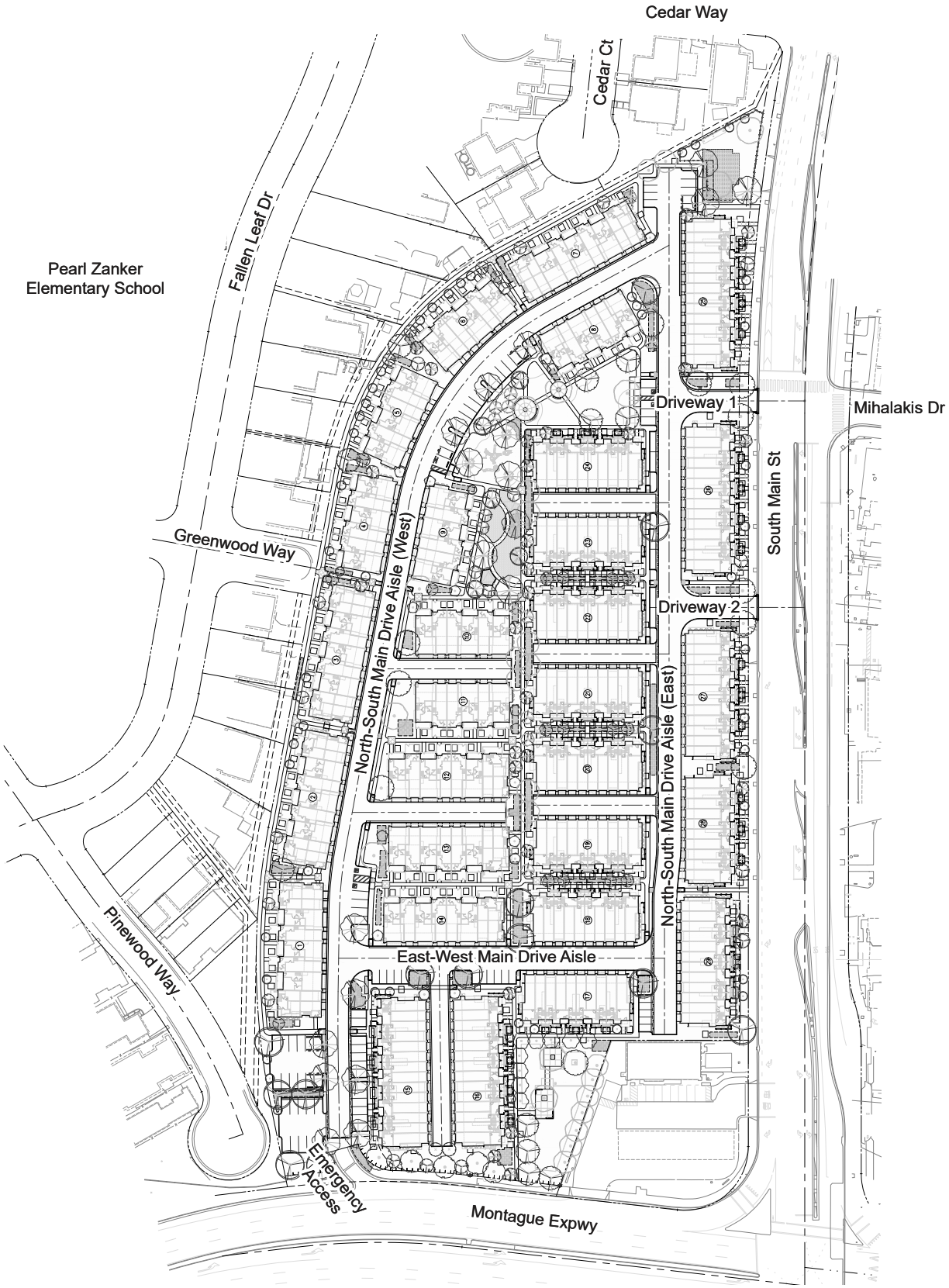


Figure 2
Project Site Plan

Scenario 2: *Existing Plus Project Conditions*. Net project traffic volumes were added to existing traffic volumes to estimate existing plus project traffic volumes. Existing plus project conditions were represented by existing plus project traffic on the existing roadway network and evaluated relative to existing conditions in order to determine potential project effects.

A Congestion Management Program (CMP) analysis was not required because the project is estimated to generate fewer than net 100 peak-hour trips. Intersection operations were evaluated using TRAFFIX, based on the Highway Capacity (HCM) level of service methodology for signalized intersections during peak hours. This report also includes an evaluation of project site access and circulation as well as impacts to pedestrian, bicycle and transit facilities.

Existing Transportation Setting

Regional access to the project site is provided via Interstate 880 (I-880). Local access to the site is provided via Montague Expressway and South Main Street. These roadways are described below.

I-880 is a north-south freeway providing regional access from East Bay cities to San Jose, where it becomes SR 17 and extends into Santa Cruz. I-880 varies in width from six lanes through San Jose south of U.S. 101 to as many as twelve lanes plus HOV lanes in each direction through north San Jose, Milpitas and Fremont. Access to the site is provided by an interchange at I-880 and Montague Expressway.

Montague Expressway is an east/west expressway that extends from San Tomas Expressway in west San Jose, through north San Jose and curves east/west to connect to Landess Avenue in Milpitas. Montague Expressway provides six lanes, with additional HOV lanes on some sections between U.S. 101 and I-680. Montague Expressway provides access to the site via South Main Street.

Great Mall Parkway is a six-lane, east/west, major arterial that is a continuation of Tasman Drive. From I-880 at its west end, it extends eastward to Montague Expressway where it becomes East Capitol Avenue. Great Mall Parkway has Light Rail in its median.

South Main Street is a north/south street extending from Railroad Avenue at the north end, where it is called North Main Street, to Montague Expressway at the south end, where it becomes Old Oakland Road. South Main Street is two-lanes wide north of Curtis Avenue and four lanes wide south of Curtis Avenue. South Main Street has a two-way center left turn lane between Curtis Avenue and Great Mall Drive, and between South Abel Street and Cedar Way. South Main Street provides direct access to the project site.

South Abel Street is a four-lane, north/south street that is a continuation of Jacklin Road at the north end, where it is called North Abel Street, and extends south of Great Mall Parkway where it merges with South Main Street.

Cedar Way is an east/west residential street extending from Fallen Leaf Drive at the west end to Costa Street at the east end. On-street parking is permitted on both sides.

Mihalakis Drive is an east/west residential street extending from South Main Street at the west end to Costa Street at the east end. On-street parking is permitted on the south side only.

Bicycle and Pedestrian Facilities

The bicycle facilities in the City of Milpitas are identified and described in the *Milpitas Trail, Pedestrian and Bicycle Master Plan,* May 2022. In the immediate vicinity of the project study area, Class II bike lanes are present on South Main Street from just south of Carlo Street to Montague Expressway, South Abel Street from South Main Street to Corning Avenue, and Great Mall Parkway from I-880 to Montague Expressway, continuing as E. Capitol Avenue south of Montague Expressway.

Class IV cycle tracks are proposed on South Main Street between South Abel Street and Montague Expressway. Class III bike routes are planned on Fallen Leaf Drive between Greenwood Way and Capitol Avenue, and on Capitol Avenue between Starlite Drive and South Abel Street. A Class I bike and pedestrian path is proposed along Montague Expressway between the Coyote Creek Trail in the east and Milpitas Boulevard in the west. Another Class I path is proposed on the west side of South Abel Street from Great Mall Parkway southward to Capitol Avenue/Centria Lane, turning eastward along Centria Lane and crossing South Main Street and the railroad tracks, then turning southward until reaching Montague Expressway. To date, segments of this trail have been completed, but it is not currently contiguous.

Existing pedestrian facilities in the project area consist of sidewalks and crosswalks found along all previously-described roadways in the study area near the site, with the exception of some segments of Montague Expressway (including a portion of the project frontage). All study intersections have pedestrian crosswalks and curb ramps. All signalized intersections have pedestrian-actuated pedestrian-crossing phases.

Transit Service

Existing transit service in the area includes VTA bus and VTA light rail, BART commuter rail service, as well as AC Transit bus service. The VTA Great Mall/Main Light Rail Station is located about 0.5 miles north of the project site at the intersection of South Main Street and Great Mall Parkway. The station is co-located with the VTA Great Mall Transit Center located on the northeast corner of the intersection, which serves VTA bus lines 46, 47, 66, 70, 71, 77, 104, 180, 181, and 321. It also serves AC Transit line 217.

The VTA bus line 66 has stops adjacent to the site and across the street from the site at the South Main Street/Cedar Way intersection. Bus shelters and benches are provided at both stops. The South Main Street/Cedar Way intersection is signalized and has crosswalks at all legs. Both bus stops are less than 400 feet, within walking distance, from the project site.

The VTA bus line 66 operates between Kaiser Hospital San Jose, located near Cottle Road and Santa Teresa Boulevard, to Dixon Road in Milpitas, via Downtown San Jose. Line 66 operates between 5:15 AM and 12:00 AM (midnight) on weekdays, with headways between 15 and 20 minutes. Line 66 also provides weekend service.

There is a bus stop adjacent to the site approximately 120 feet east of the existing entry-only driveway on Montague Expressway, within walking distance from the project site. A bench is provided at this bus stop. This bus stop serves the VTA bus line 20 and the ACE Violet shuttle. VTA bus line 20 operates between the Milpitas BART station and Sunnyvale Transit Center, via Montague Expressway, Great America Parkway, and Scott Boulevard. Line 20 operates between 5:40 AM and 9:00 PM on weekdays, with 30-minute headways. Line 20 does not provide weekend service. The ACE Violet shuttle operates between north San Jose near the Lundy Avenue/Commerce Drive intersection, and the ACE Great America station,

via Montague Expressway, McCarthy Boulevard, and SR 237. ACE Violet shuttle operates between 6:00 AM and 10:00 AM, and between 2:15 PM and 5:40 PM on weekdays, with headways between 60 and 90 minutes. ACE Violet shuttle does not provide weekend service.

BART commuter rail service is provided to the study area by the Milpitas Station located at the southeast corner of Great Mall Parkway/Capitol Avenue and Montague Expressway. The station is located approximately 0.7 miles east of the project site.

Existing Traffic Observations

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field. The field observations revealed that the level of service analysis generally reflects actual existing traffic conditions. Notable observations are summarized below.

Intersection at South Main Street and Montague Expressway. Peak hour traffic conditions on Montague Expressway are highly congested during the AM and PM peak periods. During the AM peak hour, westbound through traffic on Montague Expressway often extends back (eastward) from South Main Street to and past Trade Zone Boulevard. Vehicle queues for the southbound right turn movement from South Main Street to westbound Montague Expressway intermittently extend from Montague Expressway back past the existing south site driveway just south of Mihalakis Drive. During the PM peak hour, eastbound vehicle queues from the upstream intersection at Trade Zone Boulevard often spillback to the downstream intersection at South Main Street. The upstream eastbound queues limit the capacity to receive the eastbound through, northbound right turn, and southbound left turn movements at the intersection. Because of that, the eastbound vehicle queues often extend past the I-880 interchange and beyond.

Intersection at South Main Street and Cedar Way. As Cedar Way serves as the main access route for the Pearl Zanker Elementary School, the intersection experiences a short period of congestion just before and after the school bell during the AM peak hour. Around 8:30 AM, approximately 15 minutes before the school bell, vehicle queues start to form on Cedar Way in both directions between South Main Street and Fallen Leaf Drive. The eastbound vehicle queue on Cedar Way extends from South Main Street to Fallen Leaf Drive just after the school bell, but it dissipates within one or two signal cycles. Similarly, the westbound vehicle queue at the Fallen Leaf Drive/Cedar Way intersection intermittently extends to South Main Street. The northbound left turn queue can generally be accommodated in the turn pocket except on one occasion when it almost reaches the limit of the storage but without spillover. All vehicle queues are generally cleared just after 9 AM.

Collision History

Historical collision data for South Main Street, between Cedar Drive and Montague Expressway, as well as the intersections of South Main Street/Cedar Way and South Main Street/Montague Expressway[1] were obtained from the California Crash Reporting System (CCRS). The records include a three-year period beginning on January 1, 2022 and ending on December 31, 2024.

There were three collisions recorded at the signalized intersection of South Main Street/Cedar Way. One collision involved a red light violation where a vehicle was broadsided by another vehicle. The other two collisions were DUI-related that involved vehicles travelling on Cedar Way colliding with vehicles parked on the street.

There were six collisions that occurred on South Main Street between Cedar Way and Montague Expressway (excluding those that occurred in the signalized intersections). Three were rear end collisions due to vehicles following too close and three involved vehicles colliding with stationary objects along the street.

At the South Main Street/Montague Expressway intersection, there were a total of ten collisions recorded. Five collisions occurred when turning vehicles were rear-ended by another vehicle, and five collisions (two head-on and three broadside) involved a traffic signal violation at the intersection.

There were no fatal collisions recorded during this period. Injuries were reported from one of the rear-end collisions on South Main Street between Cedar Way and Montague Expressway, one broadside collision at South Main Street/Cedar Way, and nine collisions (rear end, broadside, and head on) at South Main Street/Montague Expressway. Table 1 tabulates the types of collisions that occurred along the study segment (including the intersections) during the three-year period. None of the collisions on the study segment were determined to be “correctable” and none involved uncontrolled left turn movements. Thus, there is no historical collision pattern that indicates an existing safety concern associated with uncontrolled movements along the project frontage.

Table 1
Type of Collisions

Type of Collisions	No. of Collisions			Percent of Total Collisions
	Intersection of South Main Street & Cedar Way	South Main Street between Cedar Way & Montague Expressway	Intersection of South Main Street & Montague Expressway	
Rear End		3	5	42.1%
Broadside	1		3	21.1%
Sideswipe	2			10.5%
Hit Object		3		15.8%
Head-on			2	10.5%
Total	3	6	10	100.0%

[1] Collisions were reported within 200 feet of each intersection.

Project Traffic Estimates

Through empirical research, data have been collected that correlate common land uses to their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Project trip generation was estimated by applying to the size and use of the development the appropriate trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation*, *11th Edition*.

Based on ITE's trip generation rates, the project would generate 1,958 daily vehicle trips, with 131 trips occurring during the AM peak hour and 155 trips occurring during the PM peak hour. The project site is currently occupied by a business park, which includes many different types of commercial uses. These existing uses will be demolished as part of the proposed project. The trip generation attributed to the existing use was based on site driveway counts collected in August 2025 (while schools were in session). After subtracting traffic from the existing use, the project would generate 9 net trips during the AM peak hour and 97 net fewer trips during PM peak hour. However, because the directionality of trips for residential uses is different than that of employment uses, the net project trip generation would be positive for outbound traffic during the AM peak hour (66 trips). The project trip generation is shown in Table 2.

Table 2
Project Trip Generation Estimates

		Daily		AM Peak Hour				PM Peak Hour			
Land Use	Size	Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Proposed Use											
Single Family Attached Housing[1]	272 units	7.20	1,958	0.48	131	33	98	0.57	155	91	64
Existing Use											
Business Park[2]	136,400 sq.ft.		n/a		(122)	(90)	(32)		(252)	(131)	(121)
	Net Project Trips		**n/a**		**9**	**(57)**	**66**		**(97)**	**(40)**	**(57)**

[1] Rates based on ITE Trip Generation, 11th Edition for Single Family Attached Housing (ITE 215)
[2] Trip Credit from Existing Land Use based on Site Driveway Traffic Counts and no pass-by trips assumed.

The trip distributions for each use, the existing business park and proposed project, are shown on Figures 3 and 4, respectively. The trip distributions were based on the Milpitas Transit Area Specific Plan (which included VTA travel demand forecast model runs), traffic count data, and the relative locations of complementary land uses. The trip generation for each land use was assigned to the study roadway network based on each land use's respective trip distribution. These trips were then "netted" for each intersection movement. The net project trip assignment is shown on Figure 5.

Due to the close proximity of Pearl Zanker Elementary School to the project site, project trips that were destined to the school during the AM peak period were estimated based on statistical data from the Milpitas Unified School District and assigned accordingly.

Traffic Volumes and Roadway Network

Traffic volumes for existing conditions were determined from existing traffic counts conducted in May 2025[2]. The existing volumes are shown on Figure 6. The existing intersection lane configurations are shown on Figure 7. Existing plus project traffic conditions are represented by existing traffic volumes plus project trips on the existing roadway network. Existing plus Project volumes are shown on Figure 8. The count data are included in Appendix A.

Signalized Intersection Level of Service Analysis

Traffic conditions at the signalized 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 City of Milpitas utilizes TRAFFIX software (with CMP default values for CMP intersections) and the Highway Capacity Manual (HCM) methodology to evaluate intersection operations. The HCM methodology evaluates intersection operations on the basis of average delay time for all vehicles at the intersection.

[2] CMP default PM peak hour volumes and settings were used for the CMP intersection at Montague Expressway/South Main Street.

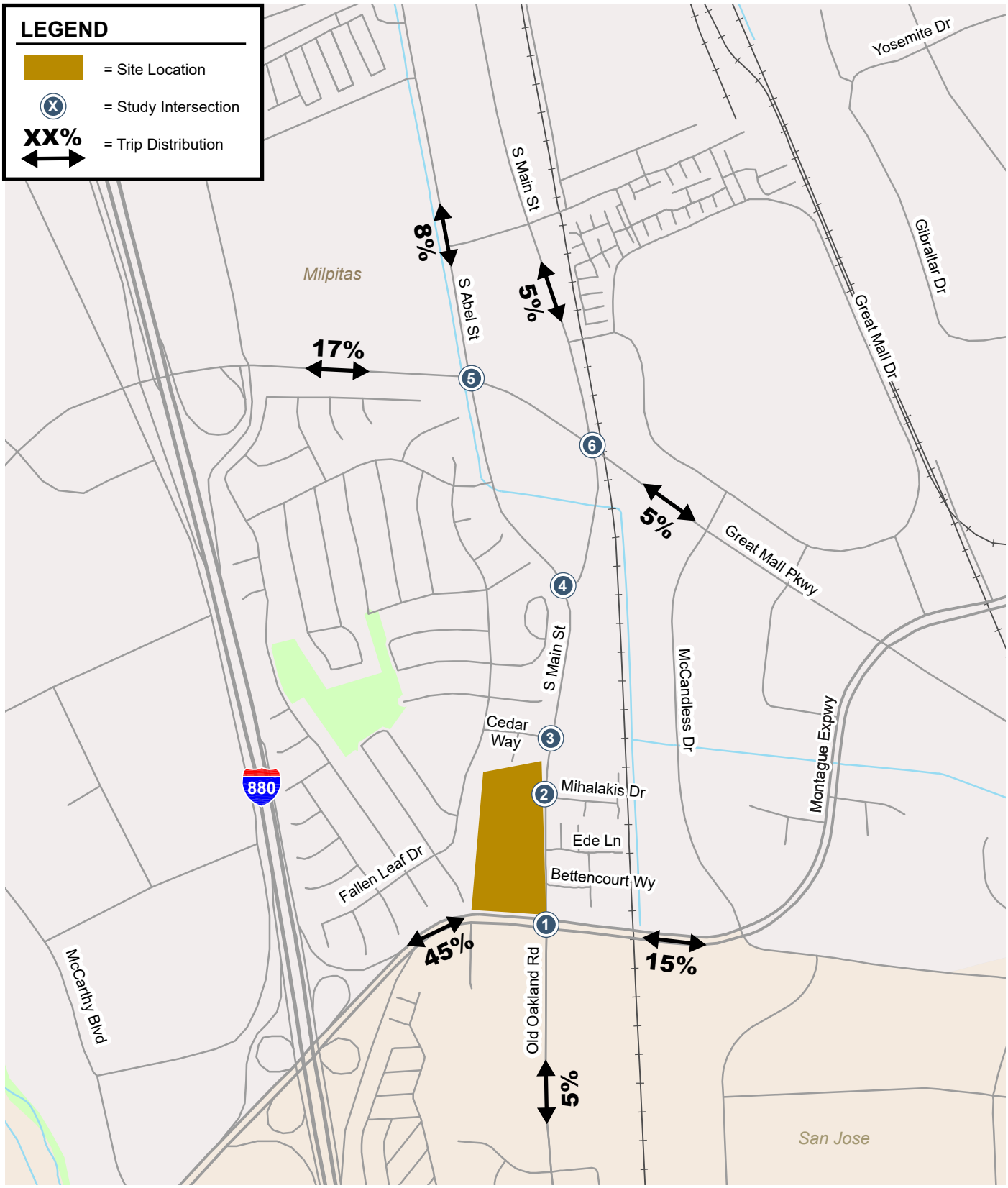


Figure 3
Project Trip Distribution

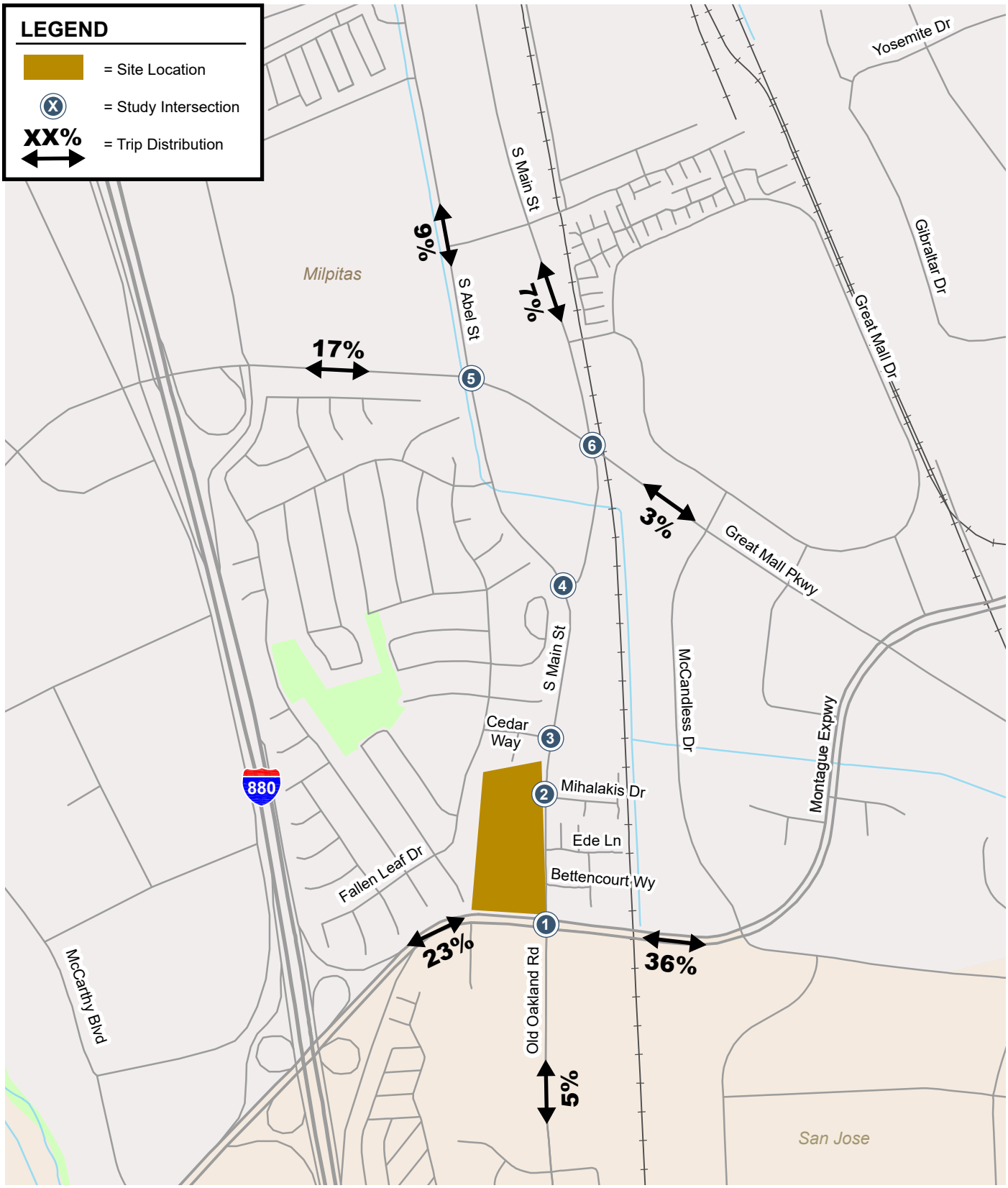


Figure 4
Existing Business Park Trip Distribution

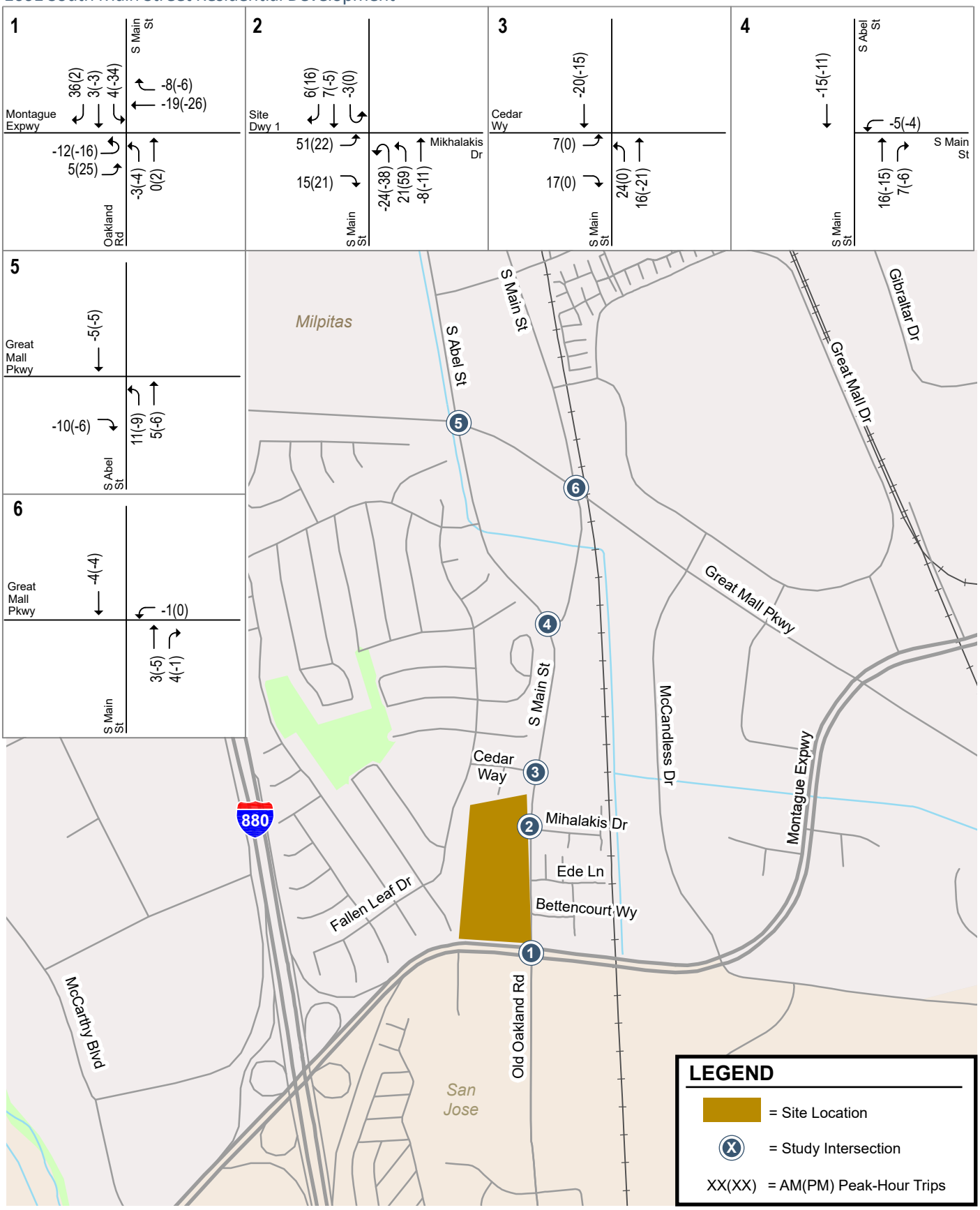


Figure 5
Net Project Trip Assignment

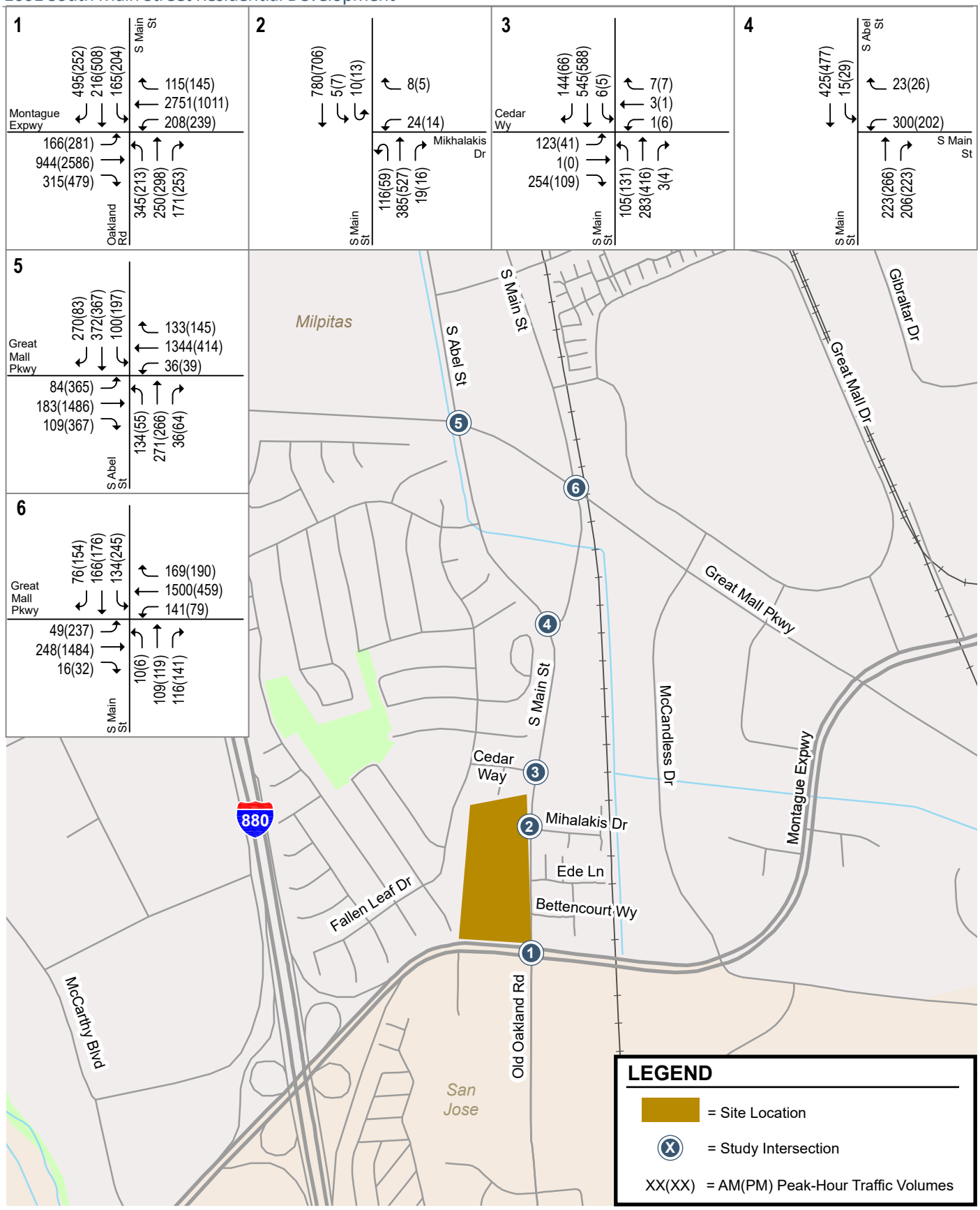


Figure 6
Existing Traffic Volumes

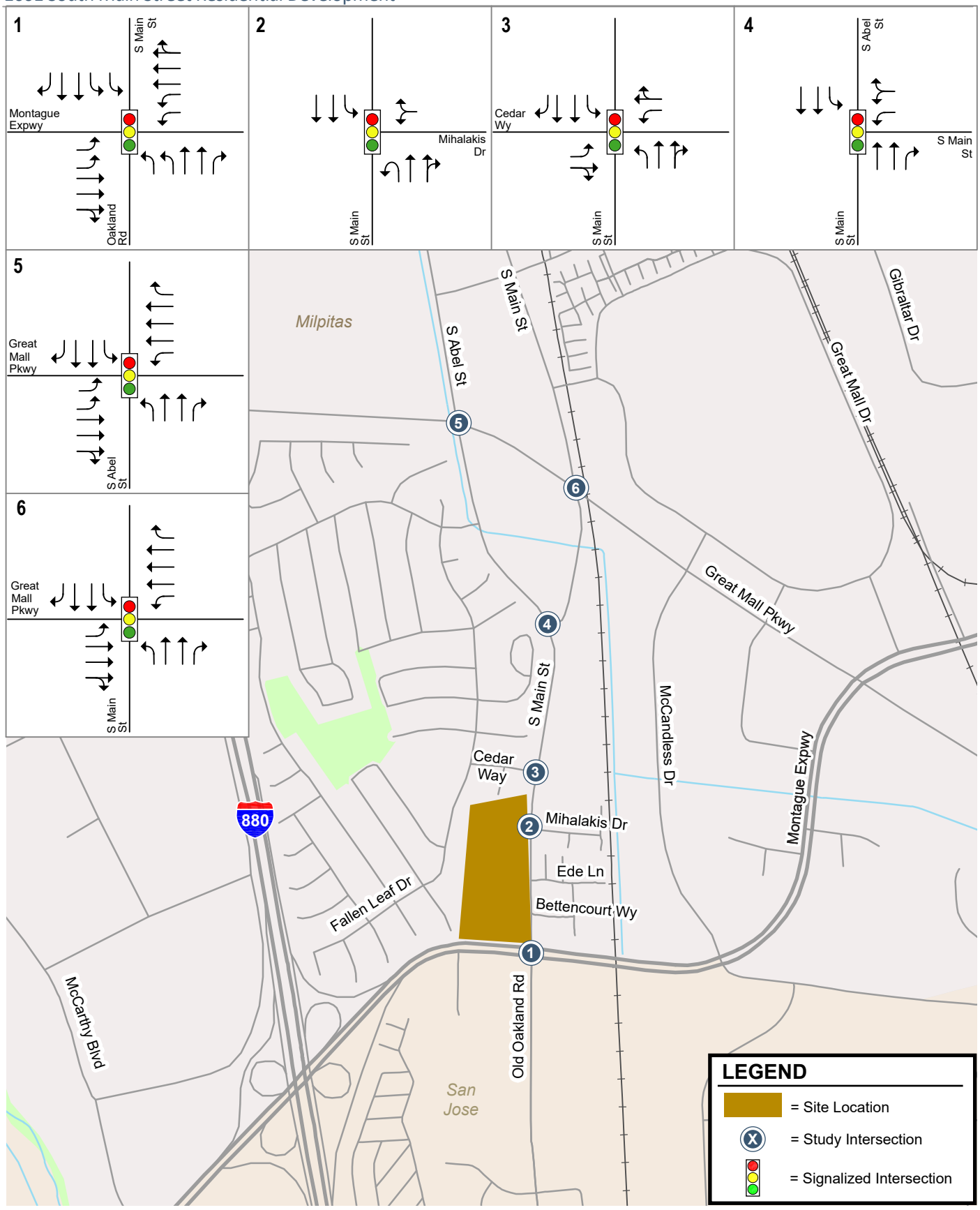


Figure 7
Existing Lane Configurations

NORTH
Not to Scale

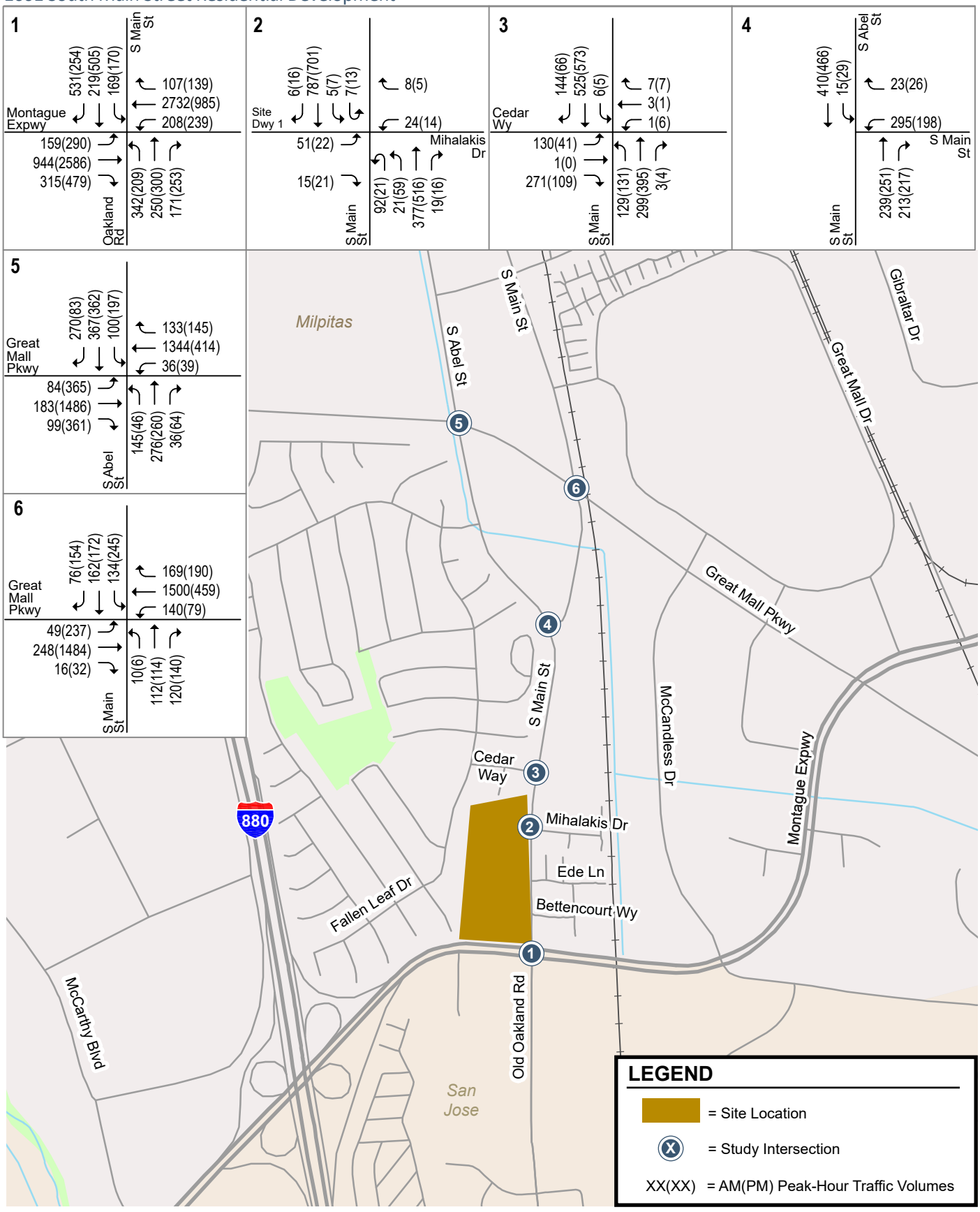


Figure 8
Existing Plus Project Traffic Volumes

At signalized intersections in Milpitas, the minimum acceptable level of service is LOS D. According to the City of Milpitas, significant project effects at signalized intersections occur when:

1. The level of service at an intersection drops below its LOS standard when project traffic is added; or

2. An intersection that is operating worse than its level of service standard under no project conditions has an increase in critical delay of four or more seconds AND the demand-to-capacity ratio (V/C) is increased by more than 0.01 when project traffic is added.

The exception to this threshold is when the addition of project traffic reduces the amount of average delay for critical movements (i.e. the change in average delay for critical movements is negative). In that case, the threshold is when the project increases the critical V/C value by 0.01 or more.

At a CMP intersection, the impact criteria is the same as described above, except that the CMP level of service standard is LOS E.

A significant effect at a signalized intersection is said to be satisfactorily mitigated when measures are implemented that would restore intersection levels of service to an acceptable LOS or restore the intersection to operating levels that are better than no project conditions.

Intersection levels of service were calculated for existing and existing plus project conditions. The results of the intersection level of service analysis under existing and existing plus project conditions are summarized in Table 3.

Table 3
Intersection Level of Service

					Existing		Existing + Project			
									Incr. in Critical:	
No.	Intersections	Traffic Control	Peak Hour	LOS Standard	Avg. Delay[1]	LOS	Avg. Delay[1]	LOS	Delay	V/C
	Signalized Intersections:									
1	South Main Street and Montague Expressway	Signal	AM	E	70.7	E	77.1	E	6.4	0.018
			PM	E	69.2	E	68.9	E	-0.4	-0.002
2	South Main Street and Mihalakis Drive/Driveway 1	Signal	AM	D	12.5	B	15.9	B	3.9	0.045
			PM	D	10.6	B	14.2	B	4.6	0.045
3	South Main Street and Cedar Way	Signal	AM	D	26.1	C	27.1	C	1.2	0.021
			PM	D	22.0	C	22.0	C	0.0	0.000
4	South Abel Street and South Main Street	Signal	AM	D	13.7	B	13.5	B	0.2	0.003
			PM	D	12.4	B	12.5	B	0.0	-0.006
5	South Abel Street and Great Mall Parkway	Signal	AM	D	37.0	D	37.4	D	0.6	0.007
			PM	D	34.6	C	34.4	C	-0.2	-0.003
6	South Main Street and Great Mall Parkway	Signal	AM	D	26.1	C	26.1	C	0.1	0.001
			PM	D	35.0	D	35.0	D	-0.1	-0.001

[1] Signalized intersection level of service is based on the Highway Capacity Manual (HCM) methodology, using average control delay for the entire intersection.

The results show that all study intersections would operate at acceptable levels of service during the AM and PM peak hours under both existing and existing plus project conditions. According to City of Milpitas level of service standards, the project would therefore have no significant adverse effects on traffic operations. The level of service calculation sheets are included in Appendix B.

At several study intersections, the addition of net project traffic causes the overall average intersection delay to improve slightly compared to existing conditions. This occurs when project trips are added to movements where the delay is lower than the overall intersection average and where traffic from existing use would exceed that of the proposed project.

Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the left turn movements where the project would add meaningful traffic. Vehicle queues were estimated using a Poisson probability distribution. The basis of the analysis is as follows: (1) the 95th percentile vehicle queue means a queue of that distance or a shorter would occur in 95 percent of the traffic signal cycles; (2) the estimated 95th percentile 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 movement. This analysis thus provides a basis for estimating future storage requirements at intersections.

The following left turn movements were analyzed for vehicle queuing:

- Eastbound left turn at South Main Street and Montague Expressway
- Northbound left turn at South Main Street and Mihalakis Drive/Driveway 1
- Northbound and eastbound left turns at South Main Street and Cedar Way

The queuing analysis was conducted for both existing and existing plus project conditions. The results of the queuing analysis are shown in Table 4.

The analysis indicates that the 95th percentile vehicle queues would exceed the vehicle storage capacity for the northbound left turn movement at the South Main Street/Cedar Way intersection under existing and existing plus project conditions during the AM and PM peak hours. Under existing conditions, there is approximately 130 feet of storage capacity for the northbound left turn. The 95th percentile queue is 150 feet under existing conditions, exceeding the storage capacity. During the AM and PM peak hours under project conditions, the 95th percentile queue is projected to remain at 150 feet. The project was estimated to add 24 AM peak hour trips to the northbound left turn movement. These trips would all be school related (to Peal Zanker Elementary). No project trips would be added to the northbound left turn movement during the PM peak hour as there would be little traffic to and from the school during the PM commute periods.

The queuing calculations presented above were conducted using standard methodologies employed by traffic engineers. However, for the intersection of South Main Street and Cedar Way, more context is needed to understand the extent of the project's effects. First, project traffic for this movement during the AM peak hour would be exclusively school traffic, which arrives within a 20-minute period, as opposed to over the entire peak hour as the calculations assume. Thus, project's effects on this movement could be greater than shown in the calculations, if the projected volumes materialize. However, the methodology to assign school traffic was very conservative. The project would add a new pedestrian walkway providing direct access from the project site to Pearl Zanker Elementary School via Greenwood Way. This would shorten the walking distance between the project and school by approximately 0.3 miles.

Thus, the distance between the project site (measured from the closest portion of the project site) and school would only be about 700 feet. For the calculations of school traffic, it was assumed very conservatively that half the project residents would drive to the school and half would walk. It is likely that given the presence of this new pedestrian walkway, a larger portion of project residents would walk, reducing turning movements by project traffic at South Main Street/Cedar Way to low levels.

> **Recommendation 1:** At the intersection of South Main Street/Cedar Way, it is recommended that signal timing changes such as extended green times and/or a left turn recall phase be considered to reduce the potential vehicular spillover for the northbound left turn movement. This improvement would benefit existing intersection operations and reduce the project's effect on the subject location, to the extent any residents choose to drive to Pearl Zanker Elementary School.

Table 4
Vehicle Queuing

	S. Main Street and Montague Expressway	S. Main Street and Mihalakis Drive	S. Main Street and Cedar Way	
Measurement	EB Left Turn	NB Left Turn	NB Left Turn	EB Left Turn
Existing (AM)				
Cycle/Delay[1] (sec)	189	75	90	90
Volume (vph)	166	116	105	123
Avg. Queue (veh)	8.7	2.4	2.6	3.1
Avg. Queue (ft.) [2]	218	60	66	77
95th %. Queue (veh)	14	5	6	6
95th %. Queue (ft.) [2]	350	125	150	150
Storage	1000	145	130	170
Adequate (Y/N)	Y	Y	**N**	Y
Existing + Project (AM)				
Cycle/Delay[1] (sec)	189	75	90	90
Volume (vph)	159	113	129	130
Avg. Queue (veh)	8.3	2.4	3.2	3.3
Avg. Queue (ft.) [2]	209	59	81	81
95th %. Queue (veh)	13	5	6	6
95th %. Queue (ft.) [2]	325	125	150	150
Storage	1000	145	130	170
Adequate (Y/N)		Y	**N**	Y
Existing (PM)				
Cycle/Delay[1] (sec)	189	75	90	90
Volume (vph)	281	59	131	41
Avg. Queue (veh)	14.8	1.2	3.3	1.0
Avg. Queue (ft.) [2]	369	31	82	26
95th %. Queue (veh)	21	3	6	3
95th %. Queue (ft.) [2]	525	75	150	75
Storage	1000	145	130	170
Adequate (Y/N)	Y	Y	**N**	Y
Existing + Project (PM)				
Cycle/Delay[1] (sec)	189	75	90	90
Volume (vph)	290	80	131	41
Avg. Queue (veh)	15.2	1.7	3.3	1.0
Avg. Queue (ft.) [2]	381	42	82	26
95th %. Queue (veh)	22	4	6	3
95th %. Queue (ft.) [2]	550	100	150	75
Storage	1000	145	130	170
Adequate (Y/N)	Y	Y	**N**	Y

[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 feet per vehicle queued

Site Access and Circulation

This section describes the site access and on-site circulation for the proposed project. This review is based on the site plan dated August 12, 2025 provided by the applicant (see Figure 2).

The project site is located at the northwest corner of the intersection of South Main Street and Montague Expressway. Access to the project site would be provided via two new driveways on South Main Street, replacing the two existing driveways serving the existing business park buildings, which would be demolished. The existing entry-only driveway on Montague Expressway will be converted to emergency only access with removable bollards installed. All access driveways will be interconnected within the project site.

The sight distance at the driveway locations was observed in the field, and on the proposed plan, and appear to be adequate.

> **Recommendation 2:** Prior to final design, the placement of any landscaping, monuments, and signs within the sight triangles of the driveways should be incorporated in the project plans and reviewed by Public Works staff to ensure adequate corner sight distance.

Driveway 1

Driveway 1 would become the new west leg of the signalized intersection of South Main Street and Mihalakis Drive. It will be located approximately 230 feet south of the existing north driveway. This driveway would allow full access from South Main Street. Driveway 1 is projected to accommodate 93 (27 inbound/66 outbound) AM and 118 (75 inbound/43 outbound) PM peak hour trips. Based on the analysis results, it is anticipated that the outbound movement at the driveway would operate at LOS C or better with a maximum 95th percentile queue of four vehicles during both the AM and PM peak hours. The project site plan shows the driveway to be 24 feet wide and has a clear throat length of approximately 75 feet (or enough to accommodate 3 vehicles). This storage would be adequate the majority of the time, with one vehicle occasionally queuing in the cross aisle.[3] The on-site queues would generally not interfere with traffic operations on South Main Street. The driveway width can accommodate one inbound and one outbound lane.

Driveway 2

Driveway 2 would be located approximately 200 feet south of Driveway 1. This driveway would only allow right-in/right-out access from South Main Street due to the existing raised median. Driveway 2 is projected to accommodate 38 (6 inbound/32 outbound) AM and 37 (16 inbound/21 outbound) PM peak hour trips. Based on the analysis results, it is anticipated that the outbound right turn movement would operate at LOS B with a 95th percentile queue of one vehicle during both the AM and PM peak hours. The driveway is 24 feet wide and has a clear throat length of approximately 75 feet, which will be adequate in accommodating the expected queued vehicles without blocking the adjacent drive aisle. The on-site queues would generally not interfere with traffic operations on South Main Street. The driveway width can accommodate one inbound and one outbound lane.

Figure 9 shows the project trips at the site driveways.

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[3] The 95th percentile queue, by definition, occurs at the very end of one out of every 20 traffic signal cycles. Thus, vehicle queuing in the cross aisle would be infrequent.

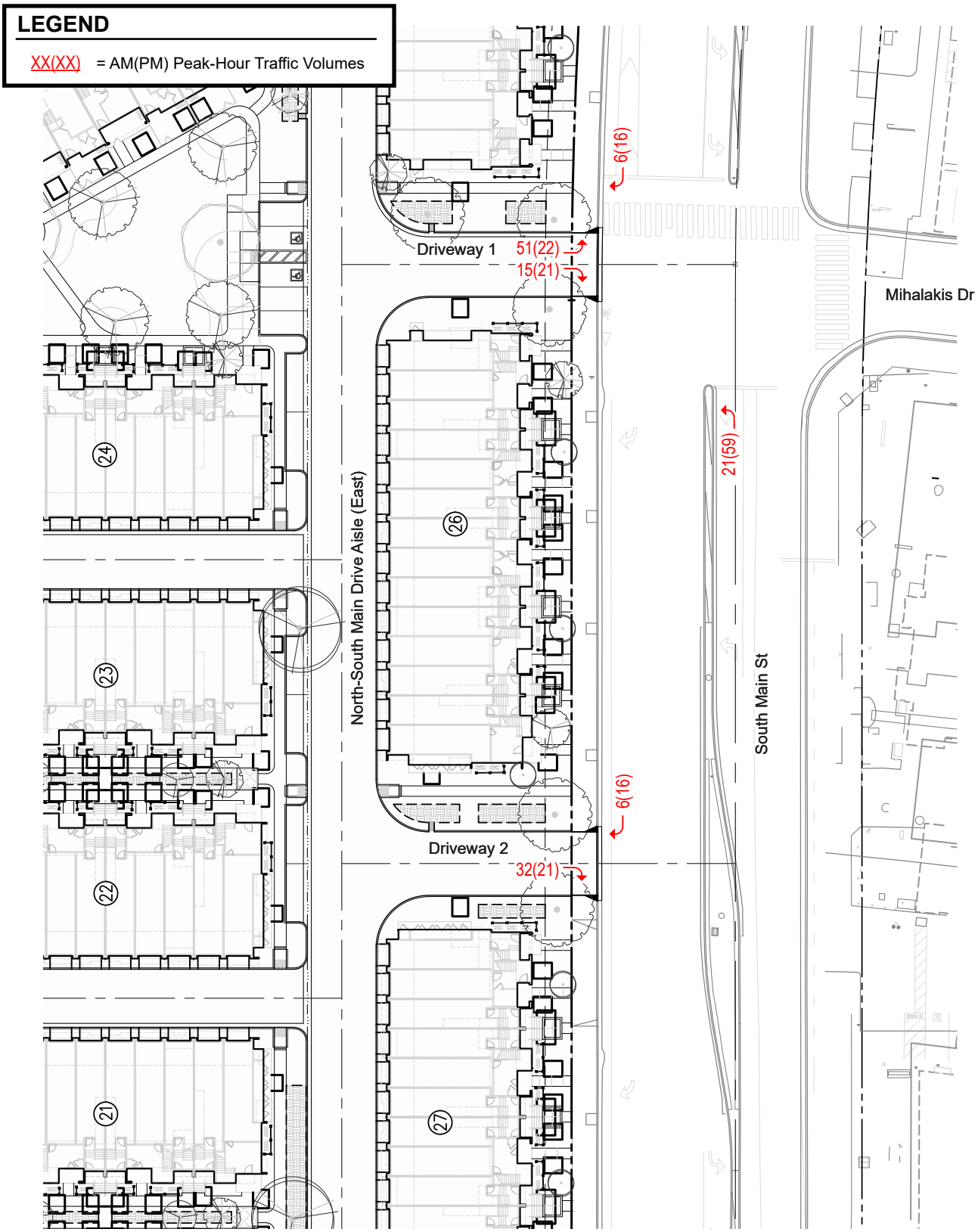


Figure 9
Project Trips at Site Driveways

NORTH
Not to Scale

Pedestrian access to the project site is provided at locations along the frontages on South Main Street and Montagues Expressway. There are walkways connecting the onsite walkways with the existing sidewalks along South Main Street and Montague Expressway. A new pedestrian walkway providing direct access from the west side of the project site to Pearl Zanker Elementary School at Greenwood Way will be added. There is currently no sidewalk along part of the project's frontage with Montague Expressway. The City's General Plan includes various policies to promote access for alternative modes, including Action CIR-4p, which states "Require sidewalks to be provided on both sides of the streets throughout the City as a condition of development approval, to ensure pedestrian access that is comfortable, convenient, and serves the needs of all users."

> **Recommendation 3:** To enhance pedestrian access along Montague Expressway and to the existing bus stop on Montague Expressway, the project should add a new sidewalk along its frontage to close the gap on Montague Expressway.

The signalized intersection of South Main Street and Mihalakis Drive/Project Driveway #1 has only one actuated pedestrian crossing of South Main Street. However, the existing traffic counts showed a maximum of four pedestrian crossings of South Main Street at this intersection during the AM and PM peak hours. Thus, an additional pedestrian crosswalk across South Main Street is likely not justified by the demand. However, the final determination will be made by City staff.

> **Recommendation 4:** The existing traffic signal at South Main Street and Mihalakis Drive would need to be modified by the project in order to accommodate Driveway 1 as the new west leg. The existing curb ramp on the west side of the crosswalk across South Main Street should be modified to accommodate the new geometry of Driveway 1. In addition, a striped crosswalk, signal timing optimization, ADA compliant curb ramps, curb returns, and ADA compliant pedestrian signals should be added to Driveway 1 as part of the traffic signal modification. Striping changes should also be considered on the southbound South Main Street approach to accommodate a right turn lane into Driveway 1.

Pedestrian access from the project site to South Main Street is provided via walkways at four locations: one at the northern edge of the project site near the visitor parking area, one at each of Driveways 1 and 2, and one approximately 300' south of Driveway 2 at the southern edge of the project site. Pedestrian access from the project site to Montague Expressway is provided via a walkway at the southern edge of the project site approximately 150' east of the emergency only access.

Within the project site, pedestrian walkways are provided along the west side of the north-south main drive aisle (East), along the east side of the north-south main drive aisle (West), along the west, north, and south perimeters of the project site, and along all sections of visitor parking, with the exception of 10 visitor spaces located near the emergency only access.

Overall, with the implementation of the recommendations above, the pedestrian facilities around and within the project site would be adequate.

The onsite circulation was reviewed in accordance with generally accepted traffic engineering standards. The internal circulation system includes two north-south main drive aisles and one east-west main drive aisle that intersect with one another, forming a closed loop. There are intermediate feeder drive aisles that extend from the main drive aisles, providing access to all of the townhouse buildings. Both Driveways 1 and 2 extend approximately 75 feet westward where they intersect with the north-south main drive aisle (East) along the east border of the property.

Another north-south main drive aisle (West) runs along the west border of the property that terminates at the emergency only access at the southern end and intersects with the north-south main drive aisle (East) at the northern end.

The entry width of Driveways 1 and 2 are both 24 feet. The main drive aisles and the intermediate feeder drive aisles are 26 and 22 feet wide, respectively. The site plan shows that the north-south drive aisle (East) and the intermediate feeder drive aisles have dead ends, with some having perpendicular visitor parking. These dead ends would not provide sufficient turnaround space for vehicles. For residents, these dead ends would not present vehicle turnaround issues as the drive aisles would serve residents only, and they would have their own parking in their units. For dead ends with visitor parking, the lack of turnaround space would be acceptable since the dead ends are short enough that, if there's no available parking, drivers would know not to enter.

All townhouse units are provided with parking in their own unit. The majority of visitor parking are perpendicular to the adjacent drive aisles and are provided at locations throughout the site. Parking along the onsite drive aisles is generally not allowed, except at a small number of designated parallel parking spaces along the north-south drive aisle (East) near Driveways 1 and 2. A total of 93 visitor parking spaces will be provided.

Bicycles would share the onsite roadways with vehicular traffic, which is feasible due to the low speed and volume of onsite vehicular traffic. Bicycle parking for residents would be provided within the garages of each unit. Based on the City municipal code, a short term bike parking requirement for visitors of five percent of the total required vehicular parking should be provided. The project is required to provide 665 parking spaces per code. Therefore, a total of 34 (665 x 0.05) short term bike parking spaces is required. The project includes provisions of bike racks which can accommodate 34 bikes located in the open space areas easily accessible throughout the site.

Emergency vehicles could be accommodated onsite as demonstrated on the project fire truck circulation plan. Emergency vehicles can enter the site from any of the driveways, including the emergency only access on Montague Expressway, and then exit the site via the driveways on South Main Street. Deliveries and moving trucks would make use of the site's internal roadways, which would have very low traffic volumes.

> **Recommendation 5:** Given the presence of numerous dead-end aisles onsite, the project shall design and demonstrate to City staff that it has adequate provisions for trash pickup.

South Main Street Median Review

City staff requested an analysis of median operations along the project frontage on South Main Street. Specifically, whether there would be issues with left turns in and out of private driveways on the east side of Main Street in conjunction with the project. The review concluded that the project would not materially change median operations given the following:

1. The CCRS collision history for the subject segment showed there were no collisions due to uncontrolled left turns.

2. During development of the project's site plan, the applicant worked with a traffic engineer to design the project access locations to minimize any potential issues with the median. This resulted in the project's south driveway on South Main Street being relocated to the north so that it would not take access at an uncontrolled median opening. This was done to minimize additional conflict opportunities with existing driveways across the street.

3. The existing business park site does not allow for controlled left turns out of the site, so drivers from the existing site desiring to travel northbound on South Main Street must make a right turn on South Main Street, and then, a U-turn at an uncontrolled left turn pocket in the existing median. The project would take access from the existing traffic signal on South Main Street opposite Mihalakis Drive, which would allow for controlled left turns out of the site. This would reduce the demand for U- turns in the existing turn pockets.

4. Overall, the project would result in fewer peak hour trips on the roadway network than prior use.

For these reasons, the project would not likely contribute to any potential issues with existing left turns at the uncontrolled median locations. The project would reduce the amount of traffic in the uncontrolled left turn pockets and the CCRS data showed no collisions due to left turns. At worst, the project would have no effect on the operations of the median, and at best, it may improve median operations by reducing conflicting vehicular movements.

South Main Street carries significant traffic and eliminating uncontrolled left turns would make the roadway segment safer. However, there is a trade-off between efficiency and safety. To further improve safety along the subject segment while maintaining access for all nearby properties, uncontrolled southbound left turns at the "Jack in the Box" driveway on the east side of South Main Street could be signed as "No U-Turn" and the parking restrictions at this driveway could be extended to improve sight distance.

> **Recommendation 6:** At the "Jack in the Box" driveway on South Main Street, consider a "No U-Turn" sign for southbound left turn traffic and additional parking restrictions near the driveway to improve sight distance.

Pedestrian, Bicycle and Transit Impacts

Pedestrians & Bicycles

Existing observations at the study intersections showed light pedestrian activity. The most pedestrian activity was observed at the intersection of South Main Street and Great Mall Parkway, with 62 pedestrian crossings in the AM peak hour and 89 pedestrian crossings in PM peak hour. 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 two pedestrian trips 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.

There is an existing 5-foot bike lane and 10-foot sidewalk on South Main Street directly adjacent to the project frontage, which will be maintained as shown on the project site plan. Based on the City's Trail, Pedestrian, and Bicycle Master Plan, a Class IV cycle track is planned on South Main Street between South Abel Street and Montague Expressway. The precise location of the cycle track is not shown.

> **Recommendation 7:** Consistent with the City's Trail, Pedestrian, and Bicycle Master Plan, City staff should determine if right-of-way dedication from the project would be needed in order to accommodate the planned Class IV cycle track along the project frontage on South Main Street.

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 two bike trips 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.

Transit Service

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 three transit trips in the AM peak hour and five 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.[4] Consequently, the project would not result in any significant impacts to transit service.

Conclusions

The effects of the proposed project were evaluated in accordance with the procedures and guidelines specified by the City of Milpitas.

- The proposed project would not result in any adverse effects on level of service at the study intersections.
- The project would not create any adverse impacts to pedestrian, bike, or transit facilities with the implementation of the recommendations included in this report.

The analysis produced the following recommendations:

1. At the intersection of South Main Street/Cedar Way, it is recommended that signal timing changes such as extended green times and/or a left turn recall phase be considered to reduce the potential vehicular spillover for the northbound left turn movement. This improvement would benefit existing intersection operations and reduce the project's effect on the subject location, to the extent any residents choose to drive to Pearl Zanker Elementary School.
2. Prior to final design, the placement of any landscaping, monuments, and signs within the sight triangles of the driveways should be incorporated in the project plans and reviewed by Public Works staff to ensure adequate corner sight distance.
3. To enhance pedestrian access along Montague Expressway and to the existing bus stop on Montague Expressway, the project should add a new sidewalk along its frontage to close the gap on Montague Expressway.
4. The existing traffic signal at South Main Street and Mihalakis Drive would need to be modified by the project in order to accommodate Driveway 1 as the new west leg. The existing curb ramp on the west side of the crosswalk across South Main Street should be modified to accommodate the new geometry of Driveway 1. In addition, a striped crosswalk, signal timing optimization, ADA compliant curb ramps, curb returns, and pedestrian signals should be added to Driveway 1 as part of the traffic signal modification. Striping changes should also be considered on the southbound South Main Street approach to accommodate a right turn lane into Driveway 1.
5. Given the presence of numerous dead-end aisles onsite, the project shall design and demonstrate to City staff that it has adequate provisions for trash pickup.
6. At the "Jack in the Box" driveway on South Main Street, consider a "No U-Turn" sign for southbound left turn traffic and additional parking restrictions near the driveway to improve sight distance.
7. Consistent with the City's Trail, Pedestrian, and Bicycle Master Plan, City staff should determine if right-of-way dedication from the project would be needed in order to accommodate the planned Class IV cycle track along the project frontage on South Main Street.

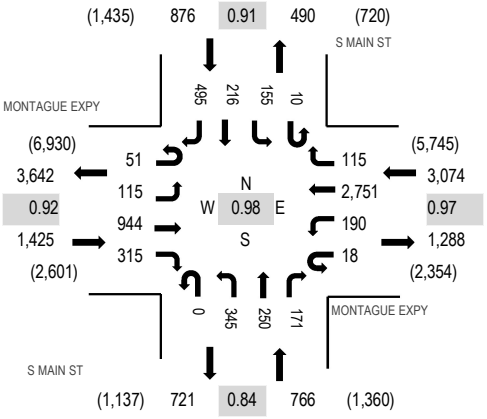
[4] The project would generate only 9 net AM peak hour trips, and results in fewer PM peak hour trips than the existing use. Thus, a detailed CMP analysis of transit delay is not required.

Appendix A
Traffic Counts

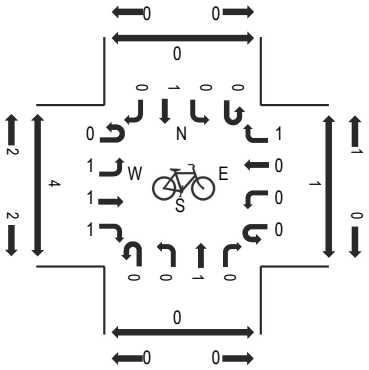
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 S MAIN ST & MONTAGUE EXPY AM
Date: Tuesday, May 20, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

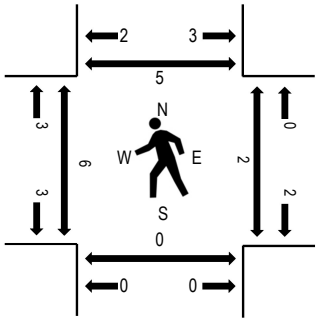
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				S MAIN ST Northbound				S MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	13	16	177	51	1	25	584	17	1	59	17	24	0	17	15	75	1,092	5,000	4	0	0	0
7:15 AM	13	17	200	49	2	29	670	11	0	76	18	20	0	16	16	75	1,212	5,443	4	0	0	4
7:30 AM	12	15	224	56	0	14	625	12	0	117	30	37	1	23	42	92	1,300	5,754	1	0	0	1
7:45 AM	6	24	255	48	2	26	636	17	0	129	32	34	3	34	44	106	1,396	6,028	0	1	0	0
8:00 AM	13	30	255	77	5	49	716	19	0	91	43	44	1	42	38	112	1,535	6,141	0	0	0	1
8:15 AM	12	24	222	44	6	38	661	37	0	97	89	52	6	57	51	127	1,523		1	0	0	0
8:30 AM	14	33	252	90	6	41	699	34	0	82	65	41	2	31	60	124	1,574		1	1	0	2
8:45 AM	12	28	215	104	1	62	675	25	0	75	53	34	1	25	67	132	1,509		4	1	0	2

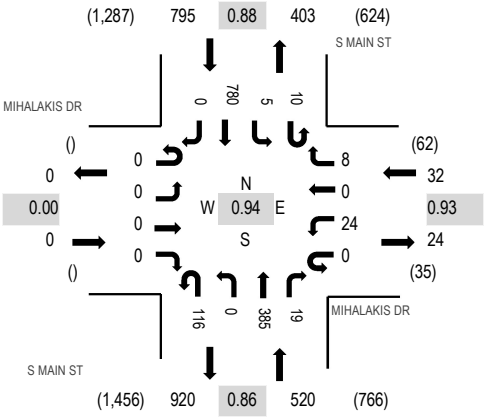
Peak Rolling Hour Flow Rates

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	1	3	1	0	1	22	0	0	1	0	1	0	0	0	1	31
Lights	50	114	904	305	18	185	2,683	115	0	333	246	166	10	154	211	492	5,986
Mediums	1	0	37	9	0	4	46	0	0	11	4	4	0	1	5	2	124
Total	51	115	944	315	18	190	2,751	115	0	345	250	171	10	155	216	495	6,141

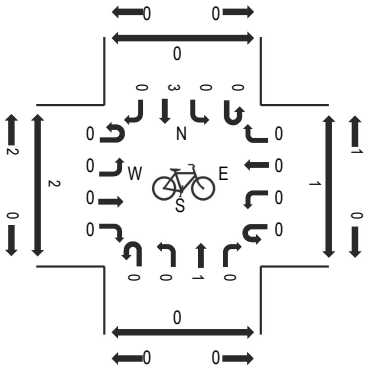
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 S MAIN ST & MIHALAKIS DR AM
Date: Tuesday, May 20, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

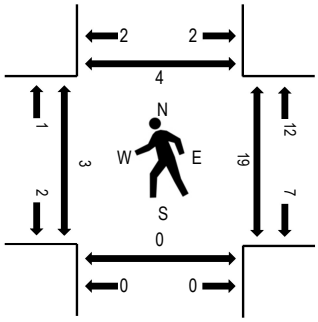
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MIHALAKIS DR Eastbound				MIHALAKIS DR Westbound				S MAIN ST Northbound				S MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	7	0	1	9	0	42	1	3	0	84	0	147	768	1	2	0	0
7:15 AM	0	0	0	0	0	3	0	1	6	0	45	3	3	1	108	0	170	918	1	9	0	0
7:30 AM	0	0	0	0	0	6	0	4	13	0	51	0	1	2	132	0	209	1,105	0	3	0	0
7:45 AM	0	0	0	0	0	4	0	4	10	0	64	2	2	2	154	0	242	1,238	2	0	0	0
8:00 AM	0	0	0	0	0	7	0	3	26	0	75	1	2	2	181	0	297	1,347	0	3	0	0
8:15 AM	0	0	0	0	0	7	0	2	31	0	114	7	5	1	190	0	357		2	4	0	2
8:30 AM	0	0	0	0	0	7	0	2	35	0	101	9	1	2	185	0	342		1	6	0	0
8:45 AM	0	0	0	0	0	3	0	1	24	0	95	2	2	0	224	0	351		0	6	0	2

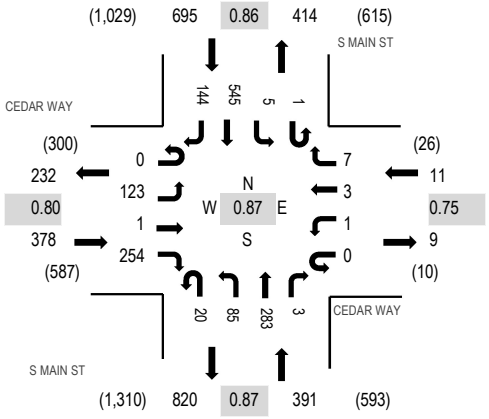
Peak Rolling Hour Flow Rates

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	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	0	0	0	0	24	0	8	116	0	380	19	9	5	770	0	1,331
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	1	0	9	0	14
Total	0	0	0	0	0	24	0	8	116	0	385	19	10	5	780	0	1,347

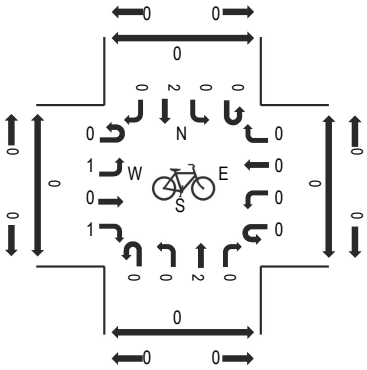
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 S MAIN ST & CEDAR WAY AM
Date: Tuesday, May 20, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

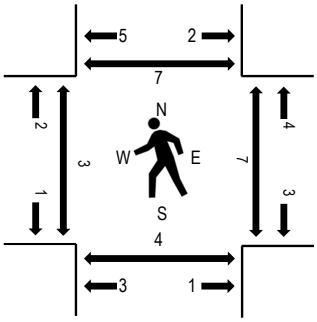
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CEDAR WAY Eastbound				CEDAR WAY Westbound				S MAIN ST Northbound				S MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	3	0	37	0	2	0	3	1	9	36	0	0	0	52	3	146	760	0	2	1	0
7:15 AM	0	11	0	39	0	1	0	1	2	11	31	0	0	0	61	3	160	920	2	6	1	0
7:30 AM	0	10	0	46	0	4	0	1	1	10	39	1	0	0	87	6	205	1,133	0	1	2	3
7:45 AM	0	15	0	48	0	0	0	3	3	10	48	0	0	0	106	16	249	1,354	1	0	0	3
8:00 AM	0	17	1	73	0	0	1	2	3	18	54	0	0	1	114	22	306	1,475	0	2	1	1
8:15 AM	0	14	0	44	0	0	1	0	4	29	79	1	0	1	153	47	373		0	1	0	6
8:30 AM	0	52	0	66	0	0	1	3	6	26	74	1	1	2	129	65	426		3	2	1	0
8:45 AM	0	40	0	71	0	1	0	2	7	12	76	1	0	1	149	10	370		0	2	2	0

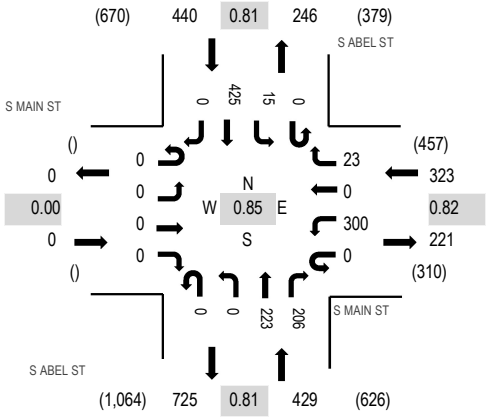
Peak Rolling Hour Flow Rates

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	122	1	252	0	1	3	7	20	85	277	3	1	5	536	144	1,457
Mediums	0	1	0	2	0	0	0	0	0	0	5	0	0	0	8	0	16
Total	0	123	1	254	0	1	3	7	20	85	283	3	1	5	545	144	1,475

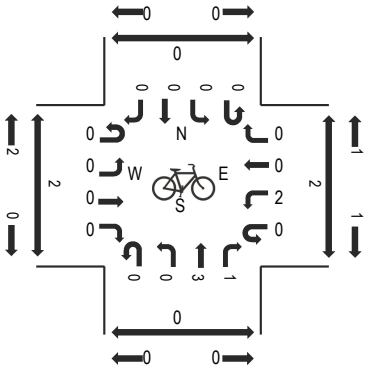
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 S ABEL ST & S MAIN ST AM
Date: Tuesday, May 20, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

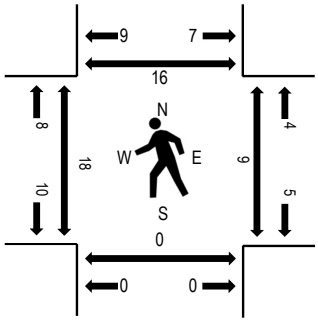
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

S Main St

Interval Start Time	Eastbound				S MAIN ST Westbound				Northbound				S ABEL ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	26	0	1	0	0	23	15	0	1	31	0	97	561	0	2	0	2
7:15 AM	0	0	0	0	0	22	0	4	0	0	30	19	0	3	42	0	120	697	0	0	0	0
7:30 AM	0	0	0	0	1	33	0	8	0	0	27	24	0	2	63	0	158	881	0	0	1	0
7:45 AM	0	0	0	0	0	36	0	3	0	0	37	22	0	2	86	0	186	1,075	0	0	0	0
8:00 AM	0	0	0	0	0	55	0	7	0	0	38	37	0	3	93	0	233	1,192	6	2	0	5
8:15 AM	0	0	0	0	0	69	0	2	0	0	49	48	0	5	131	0	304		2	2	0	2
8:30 AM	0	0	0	0	0	91	0	8	0	0	60	73	0	4	116	0	352		7	3	0	7
8:45 AM	0	0	0	0	0	85	0	6	0	0	76	48	0	3	85	0	303		3	2	0	2

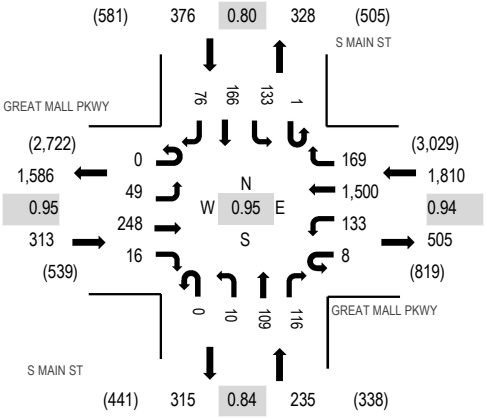
Peak Rolling Hour Flow Rates

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	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2
Lights	0	0	0	0	0	294	0	22	0	0	222	200	0	13	422	0	1,173
Mediums	0	0	0	0	0	5	0	1	0	0	1	5	0	2	3	0	17
Total	0	0	0	0	0	300	0	23	0	0	223	206	0	15	425	0	1,192

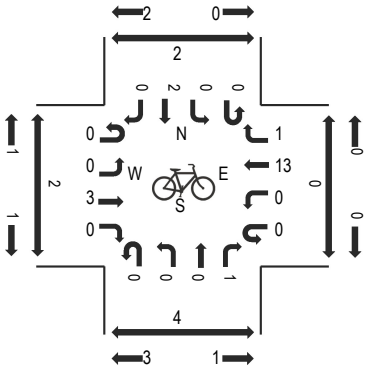
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 S MAIN ST & GREAT MALL PKWY AM
Date: Tuesday, May 20, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

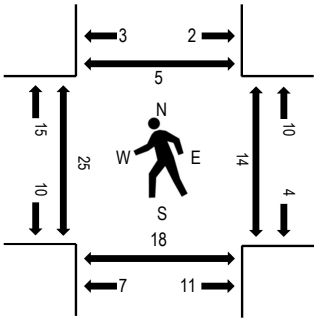
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GREAT MALL PKWY Eastbound				GREAT MALL PKWY Westbound				S MAIN ST Northbound				S MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	3	29	1	0	5	161	14	0	2	7	8	0	10	16	11	267	1,753	2	2	1	1
7:15 AM	0	10	49	5	2	4	255	20	0	0	5	17	0	14	12	14	407	2,102	5	0	1	4
7:30 AM	0	9	51	2	0	16	292	24	0	0	15	18	0	23	21	16	487	2,403	4	5	0	2
7:45 AM	0	11	55	1	1	21	363	41	0	1	18	12	0	25	22	21	592	2,633	2	3	4	1
8:00 AM	0	10	69	3	3	21	340	47	0	2	23	24	0	23	32	19	616	2,734	6	5	2	0
8:15 AM	0	7	70	5	1	38	403	40	0	1	30	33	0	25	36	19	708		6	2	6	1
8:30 AM	0	15	50	4	1	42	372	45	0	6	30	34	1	54	45	18	717		9	3	8	3
8:45 AM	0	17	59	4	3	32	385	37	0	1	26	25	0	31	53	20	693		4	4	2	1

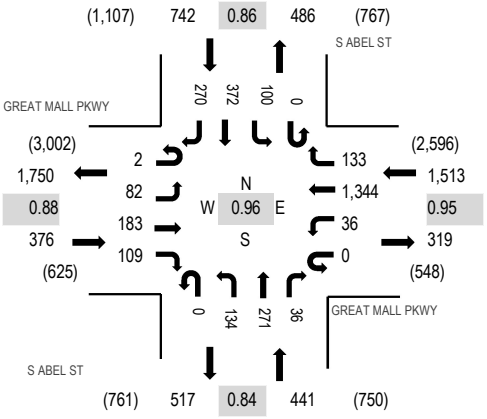
Peak Rolling Hour Flow Rates

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	2	0	0	0	0	0	2	0	0	1	0	0	1	1	1	8
Lights	0	47	242	16	8	130	1,477	161	0	10	106	111	1	128	163	74	2,674
Mediums	0	0	6	0	0	3	23	6	0	0	2	5	0	4	2	1	52
Total	0	49	248	16	8	133	1,500	169	0	10	109	116	1	133	166	76	2,734

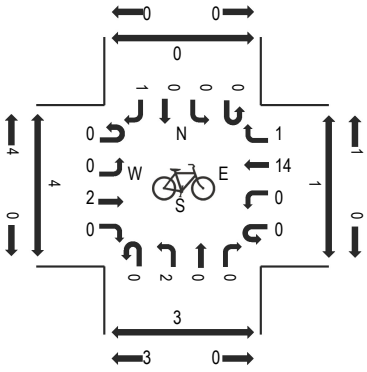
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 S ABEL ST & GREAT MALL PKWY AM
Date: Tuesday, May 20, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

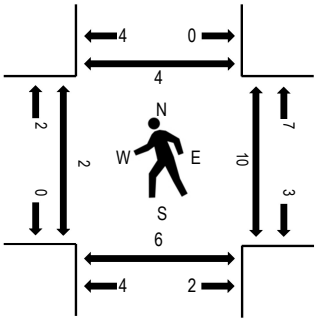
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GREAT MALL PKWY Eastbound				GREAT MALL PKWY Westbound				S ABEL ST Northbound				S ABEL ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	7	34	7	1	8	143	17	0	19	17	3	0	7	18	31	312	2,006	0	0	0	0
7:15 AM	0	12	37	13	1	6	229	24	0	27	37	9	0	9	34	26	464	2,418	0	0	0	1
7:30 AM	0	14	47	12	0	7	258	15	0	35	31	5	0	11	43	47	525	2,755	0	1	0	1
7:45 AM	0	7	38	21	0	6	342	26	0	43	74	9	0	18	69	52	705	3,026	0	0	0	0
8:00 AM	1	27	57	22	0	8	322	30	0	27	64	9	0	20	67	70	724	3,072	0	1	2	2
8:15 AM	0	16	49	34	0	12	361	28	0	33	64	7	0	26	101	70	801		0	7	3	1
8:30 AM	1	20	39	33	0	13	332	37	0	39	59	8	0	29	129	57	796		1	1	1	1
8:45 AM	0	19	38	20	0	3	329	38	0	35	84	12	0	25	75	73	751		1	1	0	0

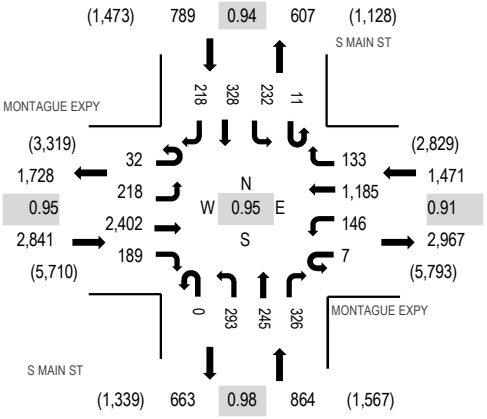
Peak Rolling Hour Flow Rates

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	6	2	0	0	0	1	0	0	0	0	0	0	0	0	3	12
Lights	2	75	175	108	0	35	1,320	133	0	134	269	36	0	99	369	265	3,020
Mediums	0	1	6	1	0	1	23	0	0	0	2	0	0	1	3	2	40
Total	2	82	183	109	0	36	1,344	133	0	134	271	36	0	100	372	270	3,072

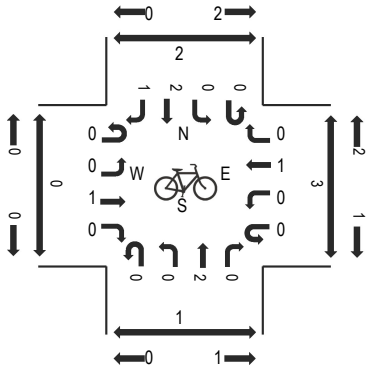
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 S MAIN ST & MONTAGUE EXPY PM
Date: Tuesday, May 20, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

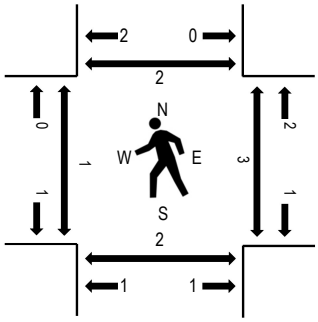
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				S MAIN ST Northbound				S MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	14	50	633	65	2	39	321	27	0	62	32	49	2	51	70	41	1,458	5,614	1	0	0	1
4:15 PM	6	49	581	72	2	36	254	26	0	63	58	81	4	34	69	43	1,378	5,718	0	1	0	0
4:30 PM	12	44	571	57	1	36	266	31	0	69	53	69	4	32	66	61	1,372	5,863	0	1	1	0
4:45 PM	11	42	603	59	1	36	242	38	1	56	61	49	0	67	70	70	1,406	5,909	1	0	0	0
5:00 PM	10	57	655	44	3	37	335	30	0	81	60	73	3	55	51	68	1,562	5,965	1	0	1	0
5:15 PM	8	64	607	53	1	34	291	29	0	69	55	97	4	67	94	50	1,523		0	0	1	0
5:30 PM	8	56	550	40	1	46	256	32	0	74	66	79	2	57	97	54	1,418		0	3	0	2
5:45 PM	6	41	590	52	2	29	303	42	0	69	64	77	2	53	86	46	1,462		0	0	0	0

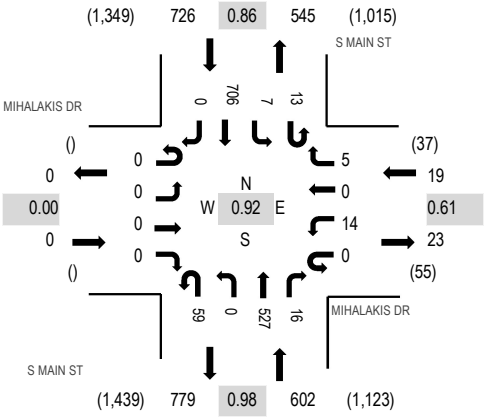
Peak Rolling Hour Flow Rates

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	9	3	0	0	8	0	0	1	0	0	0	0	0	0	21
Lights	32	216	2,370	180	7	143	1,160	133	0	289	240	323	11	230	325	215	5,874
Mediums	0	2	23	6	0	3	17	0	0	3	5	3	0	2	3	3	70
Total	32	218	2,402	189	7	146	1,185	133	0	293	245	326	11	232	328	218	5,965

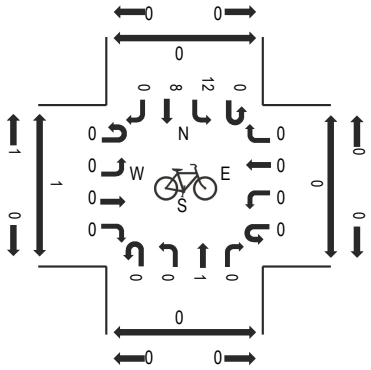
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 S MAIN ST & MIHALAKIS DR PM
Date: Tuesday, May 20, 2025
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

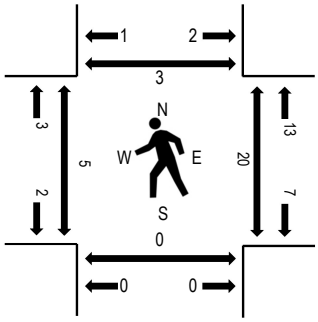
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MIHALAKIS DR Eastbound				MIHALAKIS DR Westbound				S MAIN ST Northbound				S MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	3	0	2	8	0	99	7	7	4	148	0	278	1,177	0	1	0	3
4:15 PM	0	0	0	0	0	2	0	2	9	0	118	1	3	4	133	0	272	1,221	0	1	0	2
4:30 PM	0	0	0	0	0	3	0	1	18	0	110	5	4	2	165	0	308	1,287	1	0	0	0
4:45 PM	0	0	0	0	0	7	0	2	21	0	116	5	3	2	163	0	319	1,347	0	5	0	1
5:00 PM	0	0	0	0	0	0	0	1	12	0	138	3	2	1	165	0	322	1,332	1	2	0	0
5:15 PM	0	0	0	0	0	3	0	2	17	0	131	5	4	1	175	0	338		3	6	0	0
5:30 PM	0	0	0	0	0	4	0	0	9	0	142	3	4	3	203	0	368		1	7	0	2
5:45 PM	0	0	0	0	0	4	0	1	17	0	121	8	2	1	150	0	304		0	4	0	2

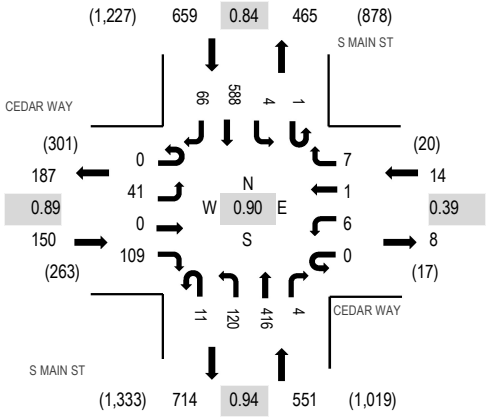
Peak Rolling Hour Flow Rates

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	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	0	0	0	0	14	0	5	59	0	520	16	13	7	697	0	1,331
Mediums	0	0	0	0	0	0	0	0	0	0	7	0	0	0	8	0	15
Total	0	0	0	0	0	14	0	5	59	0	527	16	13	7	706	0	1,347

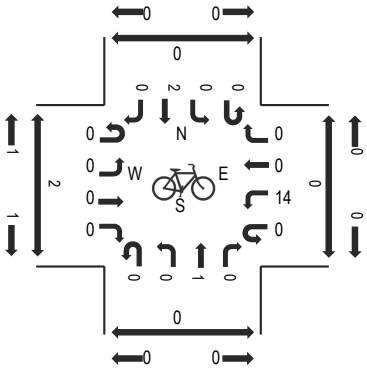
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 S MAIN ST & CEDAR WAY PM
Date: Tuesday, May 20, 2025
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

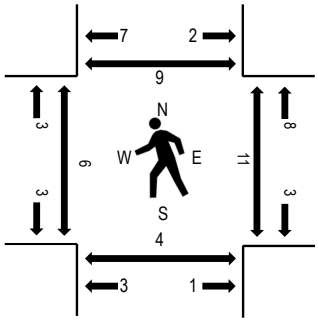
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CEDAR WAY Eastbound				CEDAR WAY Westbound				S MAIN ST Northbound				S MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	5	0	28	0	1	0	2	2	17	91	1	0	1	119	12	279	1,169	1	0	0	0
4:15 PM	0	10	0	15	0	0	0	0	2	18	98	2	1	0	124	12	282	1,225	1	0	0	1
4:30 PM	0	6	0	22	0	1	0	1	2	20	85	1	0	2	143	12	295	1,289	2	0	0	2
4:45 PM	0	7	0	28	0	1	0	0	4	31	88	0	1	2	135	16	313	1,374	1	4	0	4
5:00 PM	0	9	0	27	0	0	0	2	3	31	112	2	0	2	134	13	335	1,360	0	0	0	0
5:15 PM	0	13	0	29	0	1	0	1	2	27	111	1	0	0	144	17	346		3	4	2	2
5:30 PM	0	12	0	25	0	4	1	4	2	31	105	1	0	0	175	20	380		2	3	2	3
5:45 PM	0	11	0	16	0	1	0	0	4	21	103	1	0	1	139	2	299		3	5	0	5

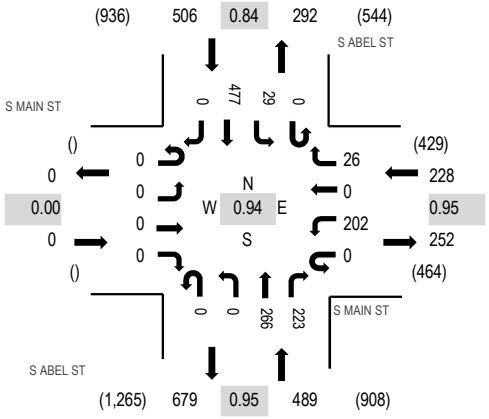
Peak Rolling Hour Flow Rates

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	0	0	0	0	1	0	1
Lights	0	41	0	109	0	5	1	7	11	120	409	4	1	4	580	66	1,358
Mediums	0	0	0	0	0	1	0	0	0	0	7	0	0	0	7	0	15
Total	0	41	0	109	0	6	1	7	11	120	416	4	1	4	588	66	1,374

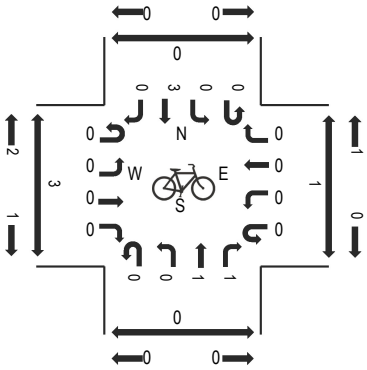
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 S ABEL ST & S MAIN ST PM
Date: Tuesday, May 20, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

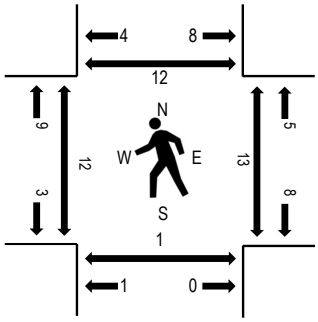
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	S MAIN ST Eastbound				S MAIN ST Westbound				S Main St Northbound				S ABEL ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	34	0	6	0	0	51	57	0	5	99	0	252	1,050	2	0	0	2
4:15 PM	0	0	0	0	0	42	0	5	0	0	62	47	0	2	96	0	254	1,087	3	0	0	1
4:30 PM	0	0	0	0	0	47	0	9	0	0	52	46	0	6	108	0	268	1,130	0	2	0	0
4:45 PM	0	0	0	0	0	50	0	8	0	0	59	45	0	4	110	0	276	1,188	0	0	0	0
5:00 PM	0	0	0	0	0	47	0	2	0	0	61	68	0	8	103	0	289	1,223	1	2	0	4
5:15 PM	0	0	0	0	0	54	0	6	0	0	63	60	0	7	107	0	297		6	5	0	7
5:30 PM	0	0	0	0	0	52	0	8	0	0	65	50	0	3	148	0	326		3	5	1	1
5:45 PM	0	0	0	0	0	49	0	10	0	0	77	45	0	11	119	0	311		2	1	0	0

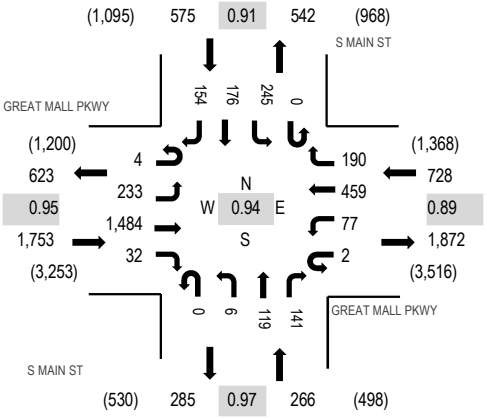
Peak Rolling Hour Flow Rates

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	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	197	0	26	0	0	263	220	0	29	474	0	1,209
Mediums	0	0	0	0	0	5	0	0	0	0	3	3	0	0	3	0	14
Total	0	0	0	0	0	202	0	26	0	0	266	223	0	29	477	0	1,223

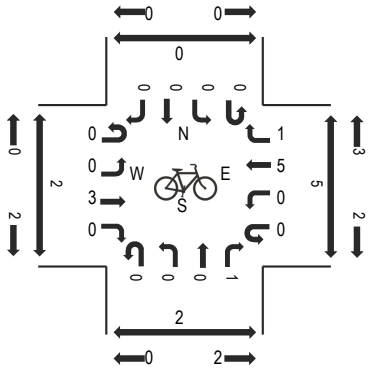
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 S MAIN ST & GREAT MALL PKWY PM
Date: Tuesday, May 20, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

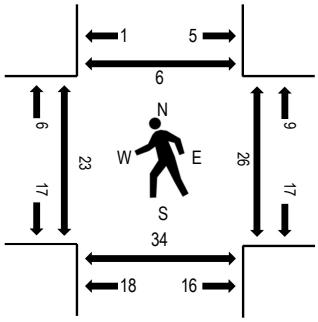
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GREAT MALL PKWY Eastbound				GREAT MALL PKWY Westbound				S MAIN ST Northbound				S MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	40	288	4	4	19	114	29	0	3	28	34	0	54	28	32	677	2,892	9	4	7	1
4:15 PM	1	46	297	3	1	13	123	34	0	5	27	22	0	51	38	27	688	3,011	2	4	5	0
4:30 PM	1	49	297	6	1	15	118	29	0	1	19	28	0	59	44	42	709	3,129	6	5	7	3
4:45 PM	0	53	411	4	2	18	81	39	0	1	33	31	0	64	53	28	818	3,304	6	9	3	1
5:00 PM	1	49	385	5	0	12	106	40	0	1	32	35	0	59	41	30	796	3,322	5	8	5	1
5:15 PM	3	47	359	6	1	17	107	47	0	2	34	34	0	73	45	31	806		2	8	9	1
5:30 PM	0	61	388	11	0	20	131	43	0	1	27	41	0	70	48	43	884		8	6	9	2
5:45 PM	0	76	352	10	1	28	115	60	0	2	26	31	0	43	42	50	836		8	4	11	2

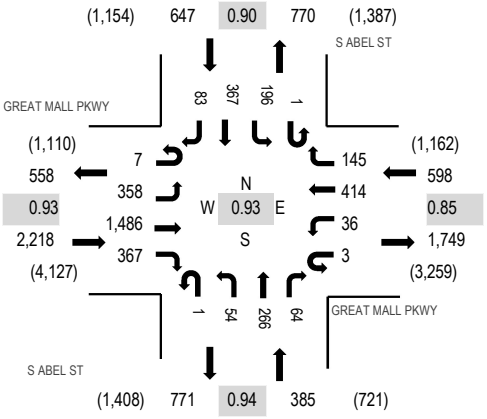
Peak Rolling Hour Flow Rates

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	2	0	0	0	0	0	1	0	0	0	0	0	0	0	1	4
Lights	4	230	1,475	32	2	74	450	185	0	6	119	138	0	238	174	153	3,280
Mediums	0	1	9	0	0	3	9	4	0	0	0	3	0	7	2	0	38
Total	4	233	1,484	32	2	77	459	190	0	6	119	141	0	245	176	154	3,322

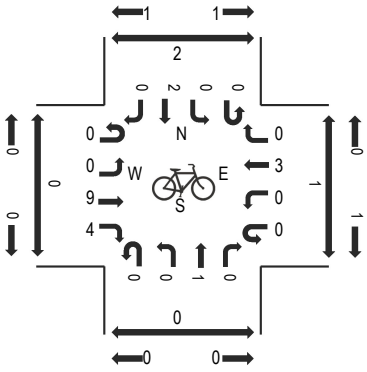
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 S ABEL ST & GREAT MALL PKWY PM
Date: Tuesday, May 20, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

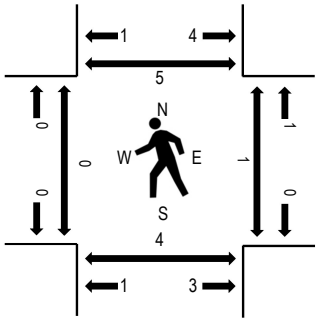
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GREAT MALL PKWY Eastbound				GREAT MALL PKWY Westbound				S ABEL ST Northbound				S ABEL ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	63	285	51	0	9	105	34	0	18	47	12	0	39	74	15	753	3,316	0	0	1	0
4:15 PM	0	59	302	85	0	14	100	25	0	13	61	11	0	37	67	22	796	3,450	1	1	1	0
4:30 PM	2	64	307	86	0	12	127	31	0	13	59	13	0	43	63	17	837	3,617	0	1	0	1
4:45 PM	1	92	407	104	1	9	85	12	0	11	70	8	0	45	63	22	930	3,816	0	0	0	0
5:00 PM	3	72	339	75	2	9	86	37	0	12	70	20	0	48	94	20	887	3,848	0	0	1	1
5:15 PM	0	94	377	84	0	8	97	36	0	13	59	16	0	54	103	22	963		0	0	2	1
5:30 PM	2	102	390	109	1	7	131	37	0	18	68	16	0	47	87	21	1,036		0	0	0	3
5:45 PM	2	90	380	99	0	12	100	35	1	11	69	12	1	47	83	20	962		0	1	1	0

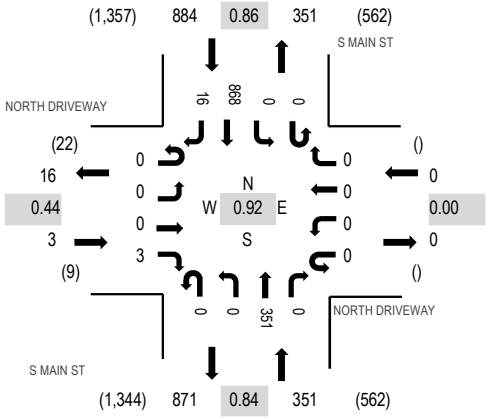
Peak Rolling Hour Flow Rates

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	4	2	0	0	0	1	0	0	0	0	0	0	0	0	2	9
Lights	7	353	1,474	366	3	36	404	145	1	54	263	64	1	196	365	81	3,813
Mediums	0	1	10	1	0	0	9	0	0	0	3	0	0	0	2	0	26
Total	7	358	1,486	367	3	36	414	145	1	54	266	64	1	196	367	83	3,848

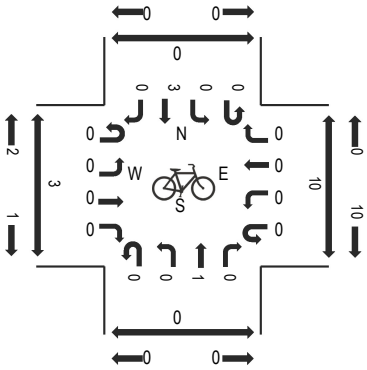
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 S MAIN ST & NORTH DRIVEWAY AM
Date: Thursday, August 21, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

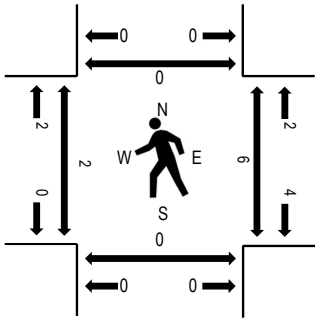
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NORTH DRIVEWAY Eastbound				NORTH DRIVEWAY Westbound				S MAIN ST Northbound				S MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	1	0	0	0	0	0	0	37	0	0	0	72	1	111	690	0	1	0	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	46	0	0	0	96	1	144	861	0	1	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	63	0	0	0	133	1	197	1,011	1	1	0	0
7:45 AM	0	0	0	4	0	0	0	0	0	0	65	0	0	0	166	3	238	1,140	2	0	0	0
8:00 AM	0	0	0	2	0	0	0	0	0	0	105	0	0	0	172	3	282	1,238	0	1	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	87	0	0	0	206	1	294		2	1	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	81	0	0	0	241	4	326		0	2	0	0
8:45 AM	0	0	0	1	0	0	0	0	0	0	78	0	0	0	249	8	336		0	2	0	0

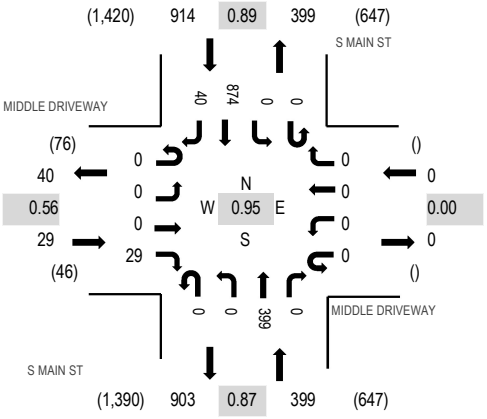
Peak Rolling Hour Flow Rates

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	0	0	0	0	0	1	0	1
Lights	0	0	0	3	0	0	0	0	0	0	344	0	0	0	861	16	1,224
Mediums	0	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0	13
Total	0	0	0	3	0	0	0	0	0	0	351	0	0	0	868	16	1,238

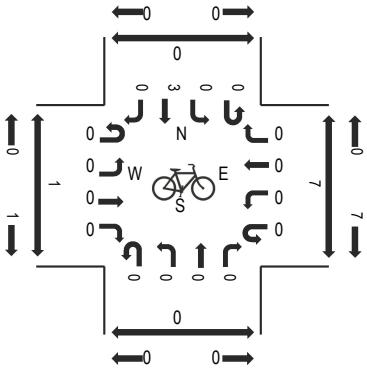
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 S MAIN ST & MIDDLE DRIVEWAY AM
Date: Thursday, August 21, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

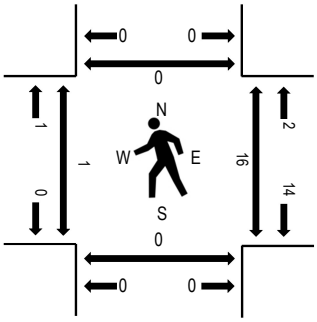
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MIDDLE DRIVEWAY Eastbound				MIDDLE DRIVEWAY Westbound				S MAIN ST Northbound				S MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	3	0	0	0	0	0	0	43	0	0	0	78	1	125	771	0	1	0	0
7:15 AM	0	0	0	7	0	0	0	0	0	0	55	0	0	0	103	6	171	952	0	0	0	0
7:30 AM	0	0	0	2	0	0	0	0	0	0	76	0	0	0	129	8	215	1,123	1	1	0	0
7:45 AM	0	0	0	5	0	0	0	0	0	0	74	0	0	0	160	21	260	1,263	0	0	0	0
8:00 AM	0	0	0	6	0	0	0	0	0	0	115	0	0	0	172	13	306	1,342	0	4	0	0
8:15 AM	0	0	0	13	0	0	0	0	0	0	99	0	0	0	213	17	342		1	1	0	0
8:30 AM	0	0	0	3	0	0	0	0	0	0	95	0	0	0	248	9	355		0	7	0	0
8:45 AM	0	0	0	7	0	0	0	0	0	0	90	0	0	0	241	1	339		0	4	0	0

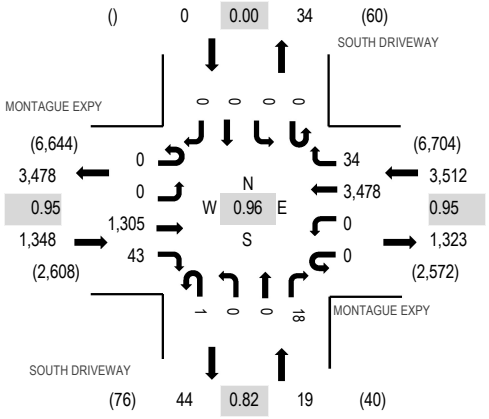
Peak Rolling Hour Flow Rates

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	0	0	0	0	0	2	0	2
Lights	0	0	0	29	0	0	0	0	0	0	392	0	0	0	867	40	1,328
Mediums	0	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0	12
Total	0	0	0	29	0	0	0	0	0	0	399	0	0	0	874	40	1,342

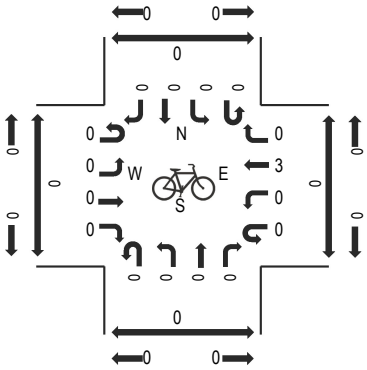
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 SOUTH DRIVEWAY & MONTAGUE EXPY AM
Date: Thursday, August 21, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

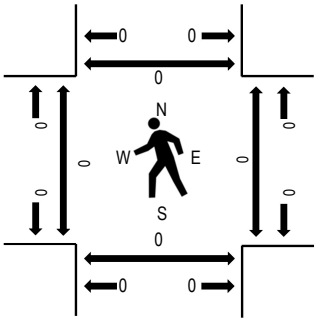
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				SOUTH DRIVEWAY Northbound				SOUTH DRIVEWAY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	249	9	0	0	703	10	0	0	0	5	0	0	0	0	976	4,473	0	0	0	0
7:15 AM	0	0	303	9	0	0	821	6	0	0	0	4	0	0	0	0	1,143	4,706	0	0	0	0
7:30 AM	0	0	321	8	0	0	823	4	0	0	0	7	0	0	0	0	1,163	4,775	0	0	0	1
7:45 AM	0	0	355	6	0	0	819	6	0	0	0	5	0	0	0	0	1,191	4,793	0	0	0	0
8:00 AM	0	0	321	10	0	0	863	9	0	0	0	6	0	0	0	0	1,209	4,879	0	0	0	0
8:15 AM	0	0	336	8	0	0	853	10	1	0	0	4	0	0	0	0	1,212		0	0	0	0
8:30 AM	0	0	316	14	0	0	843	6	0	0	0	2	0	0	0	0	1,181		0	0	0	0
8:45 AM	0	0	332	11	0	0	919	9	0	0	0	6	0	0	0	0	1,277		0	0	0	0

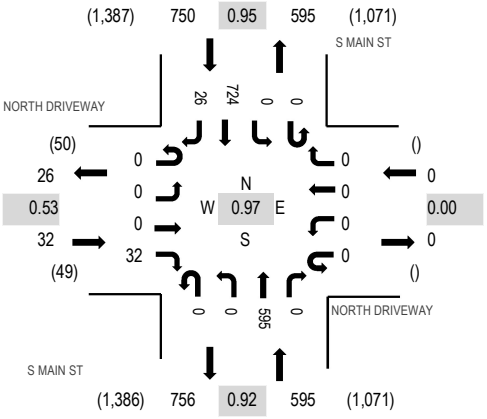
Peak Rolling Hour Flow Rates

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	16	0	0	0	22	0	0	0	0	0	0	0	0	0	38
Lights	0	0	1,239	42	0	0	3,405	34	1	0	0	17	0	0	0	0	4,738
Mediums	0	0	50	1	0	0	51	0	0	0	0	1	0	0	0	0	103
Total	0	0	1,305	43	0	0	3,478	34	1	0	0	18	0	0	0	0	4,879

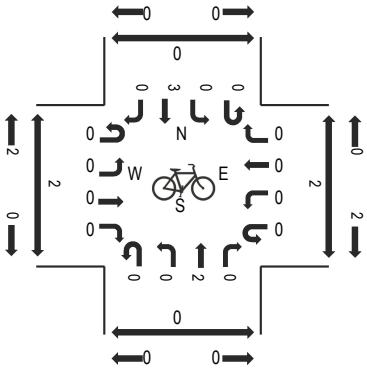
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 S MAIN ST & NORTH DRIVEWAY PM
Date: Thursday, August 21, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

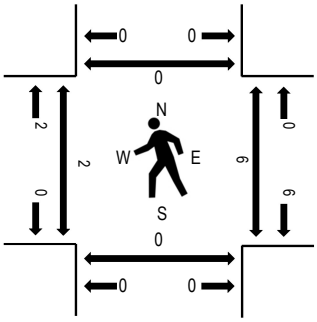
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NORTH DRIVEWAY Eastbound				NORTH DRIVEWAY Westbound				S MAIN ST Northbound				S MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	7	0	0	0	0	0	0	111	0	0	0	148	2	268	1,130	2	1	0	0
4:15 PM	0	0	0	6	0	0	0	0	0	0	125	0	0	0	139	6	276	1,217	1	0	0	0
4:30 PM	0	0	0	2	0	0	0	0	0	0	104	0	0	0	159	2	267	1,286	0	2	0	0
4:45 PM	0	0	0	2	0	0	0	0	0	0	136	0	0	0	167	14	319	1,366	1	2	0	0
5:00 PM	0	0	0	15	0	0	0	0	0	0	142	0	0	0	192	6	355	1,377	0	3	0	0
5:15 PM	0	0	0	5	0	0	0	0	0	0	161	0	0	0	173	6	345		0	1	0	0
5:30 PM	0	0	0	7	0	0	0	0	0	0	153	0	0	0	178	9	347		1	1	0	0
5:45 PM	0	0	0	5	0	0	0	0	0	0	139	0	0	0	181	5	330		1	1	0	0

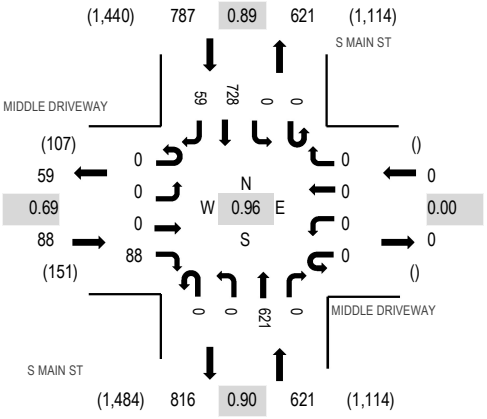
Peak Rolling Hour Flow Rates

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	0	1	0	0	0	0	0	1
Lights	0	0	0	32	0	0	0	0	0	0	586	0	0	0	718	26	1,362
Mediums	0	0	0	0	0	0	0	0	0	0	8	0	0	0	6	0	14
Total	0	0	0	32	0	0	0	0	0	0	595	0	0	0	724	26	1,377

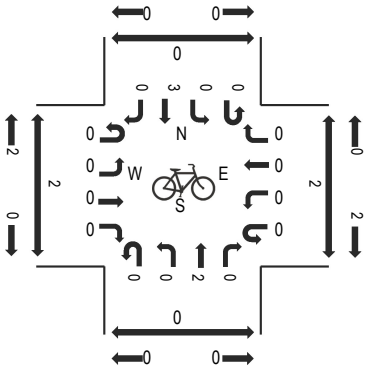
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 S MAIN ST & MIDDLE DRIVEWAY PM
Date: Thursday, August 21, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

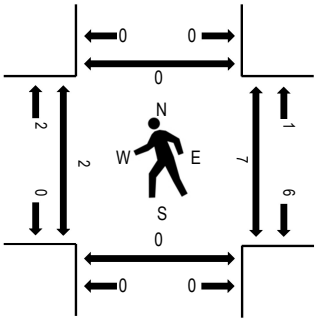
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MIDDLE DRIVEWAY Eastbound				MIDDLE DRIVEWAY Westbound				S MAIN ST Northbound				S MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	14	0	0	0	0	0	0	108	0	0	0	154	8	284	1,209	1	1	0	0
4:15 PM	0	0	0	18	0	0	0	0	0	0	134	0	0	0	137	12	301	1,315	1	1	0	0
4:30 PM	0	0	0	11	0	0	0	0	0	0	122	0	0	0	155	12	300	1,394	0	1	0	0
4:45 PM	0	0	0	20	0	0	0	0	0	0	129	0	0	0	159	16	324	1,454	0	1	0	0
5:00 PM	0	0	0	23	0	0	0	0	0	0	146	0	0	0	205	16	390	1,496	0	0	0	0
5:15 PM	0	0	0	18	0	0	0	0	0	0	172	0	0	0	185	5	380		0	0	0	0
5:30 PM	0	0	0	15	0	0	0	0	0	0	148	0	0	0	181	16	360		2	6	0	0
5:45 PM	0	0	0	32	0	0	0	0	0	0	155	0	0	0	157	22	366		0	1	0	0

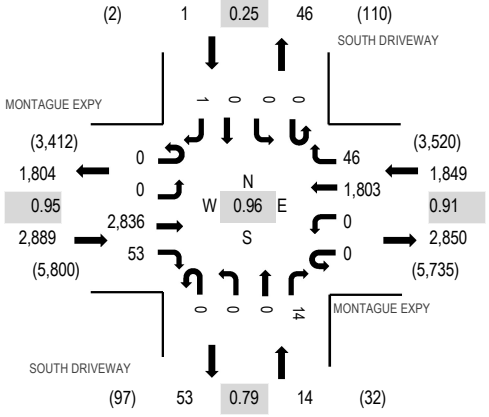
Peak Rolling Hour Flow Rates

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	0	1	0	0	0	0	0	1
Lights	0	0	0	88	0	0	0	0	0	0	612	0	0	0	723	59	1,482
Mediums	0	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	13
Total	0	0	0	88	0	0	0	0	0	0	621	0	0	0	728	59	1,496

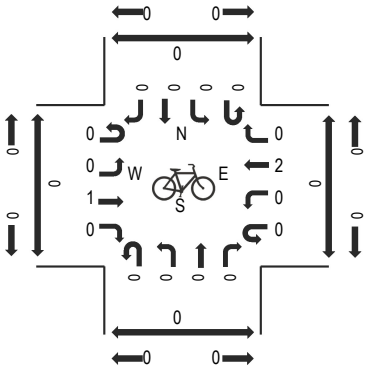
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 SOUTH DRIVEWAY & MONTAGUE EXPY PM
Date: Thursday, August 21, 2025
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

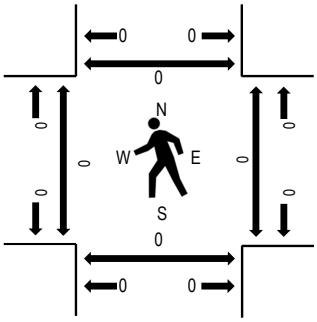
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				SOUTH DRIVEWAY Northbound				SOUTH DRIVEWAY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	759	19	0	0	423	8	0	0	0	5	0	0	0	1	1,215	4,663	0	0	0	0
4:15 PM	0	0	738	10	0	0	364	17	0	0	0	3	0	0	0	0	1,132	4,683	0	0	0	0
4:30 PM	0	0	689	13	0	0	415	6	0	0	0	1	0	0	0	0	1,124	4,753	0	0	0	0
4:45 PM	0	0	730	13	0	0	431	14	0	0	0	4	0	0	0	0	1,192	4,750	0	0	0	0
5:00 PM	0	0	701	13	0	0	503	15	0	0	0	3	0	0	0	0	1,235	4,691	0	0	0	0
5:15 PM	0	0	716	14	0	0	454	11	0	0	0	6	0	0	0	1	1,202		0	0	0	0
5:30 PM	0	0	657	10	0	0	434	16	0	0	0	4	0	0	0	0	1,121		0	0	0	0
5:45 PM	0	0	713	5	0	0	386	23	0	0	0	6	0	0	0	0	1,133		0	0	0	0

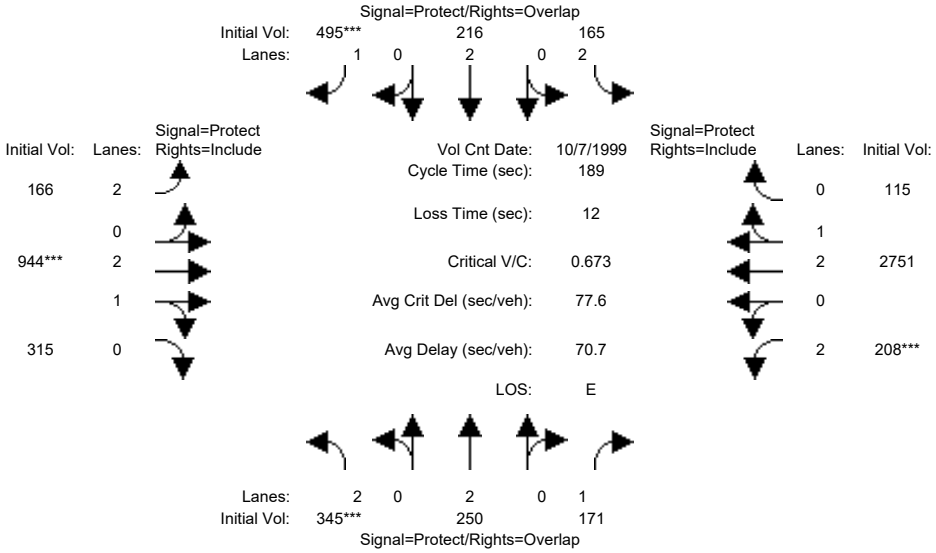
Peak Rolling Hour Flow Rates

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	10	0	0	0	12	0	0	0	0	0	0	0	0	0	22
Lights	0	0	2,795	53	0	0	1,764	46	0	0	0	14	0	0	0	1	4,673
Mediums	0	0	31	0	0	0	27	0	0	0	0	0	0	0	0	0	58
Total	0	0	2,836	53	0	0	1,803	46	0	0	0	14	0	0	0	1	4,753

Appendix B
Level of Service Calculations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #1: MONTAGUE EXPWY/MAIN ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	6.0	5.7	5.7	6.2	5.5	5.5	5.6	5.8	5.8	6.0	5.8	5.8
Volume Module: >> Count Date: 7 Oct 1999 << 7:00-9:00												
Base Vol:	345	250	171	165	216	495	166	944	315	208	2751	115
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:	345	250	171	165	216	495	166	944	315	208	2751	115
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:	345	250	171	165	216	495	166	944	315	208	2751	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	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:	345	250	171	165	216	495	166	944	315	208	2256	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	250	171	165	216	495	166	944	315	208	2256	115
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:	345	250	171	165	216	495	166	944	315	208	2256	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.22	0.78	2.00	2.85	0.15
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	4197	1401	3150	5328	272
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.10	0.05	0.06	0.28	0.05	0.22	0.22	0.07	0.42	0.42
Crit Moves:	****					****		****		****		
Green Time:	20.8	30.9	43.4	20.6	30.6	53.7	23.1	113	113.0	12.6	102	102.4
Volume/Cap:	0.99	0.40	0.43	0.48	0.35	0.99	0.43	0.38	0.38	0.99	0.78	0.78
Delay/Veh:	130.7	71.2	62.9	80.3	70.7	106.4	84.8	39.3	39.3	152.9	62.9	62.9
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:	130.7	71.2	62.9	80.3	70.7	106.4	84.8	39.3	39.3	152.9	62.9	62.9
LOS by Move:	F	E	E	F	E	F	F	D	D	F	E	E
HCM2k95thQ:	28	13	17	11	11	57	11	34	34	19	68	68

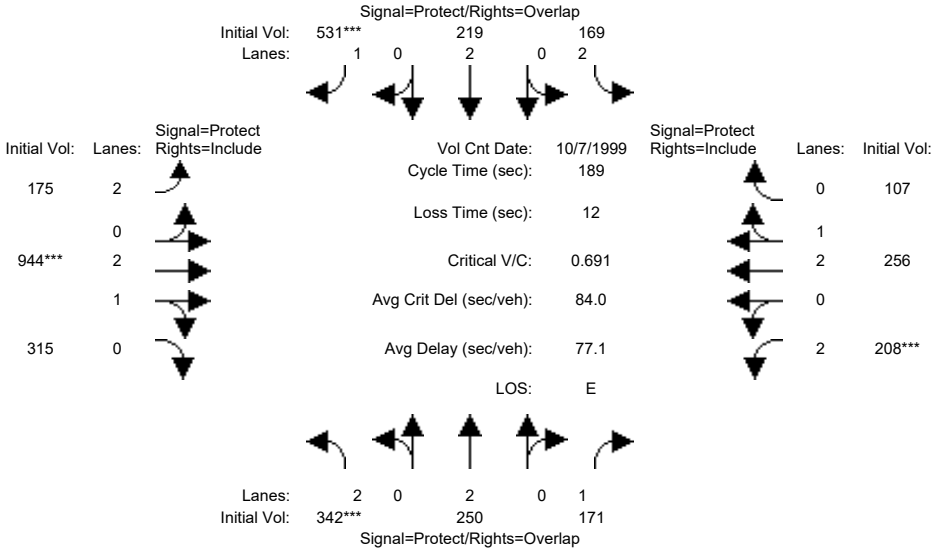
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project AM

Intersection #1: MONTAGUE EXPWY/MAIN ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	6.0	5.7	5.7	6.2	5.5	5.5	5.6	5.8	5.8	6.0	5.8	5.8
Volume Module: >> Count Date: 7 Oct 1999 << 7:00-9:00												
Base Vol:	345	250	171	165	216	495	166	944	315	208	275	115
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:	345	250	171	165	216	495	166	944	315	208	275	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	-3	0	0	4	3	36	9	0	0	0	-19	-8
Initial Fut:	342	250	171	169	219	531	175	944	315	208	256	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	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:	342	250	171	169	219	531	175	944	315	208	210	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	250	171	169	219	531	175	944	315	208	210	107
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:	342	250	171	169	219	531	175	944	315	208	210	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.22	0.78	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	4197	1401	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.10	0.05	0.06	0.30	0.06	0.22	0.22	0.07	0.06	0.06
Crit Moves:	****					****		****		****		
Green Time:	19.4	31.2	43.2	20.8	32.6	55.6	23.0	113	113.0	12.0	102	102.0
Volume/Cap:	1.06	0.40	0.43	0.49	0.33	1.03	0.46	0.38	0.38	1.04	0.10	0.11
Delay/Veh:	150.0	70.9	63.1	80.2	69.0	115.0	85.2	39.3	39.3	167.0	37.8	38.0
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:	150.0	70.9	63.1	80.2	69.0	115.0	85.2	39.3	39.3	167.0	37.8	38.0
LOS by Move:	F	E	E	F	E	F	F	D	D	F	D	D
HCM2k95thQ:	29	12	17	11	11	63	12	34	34	20	9	10

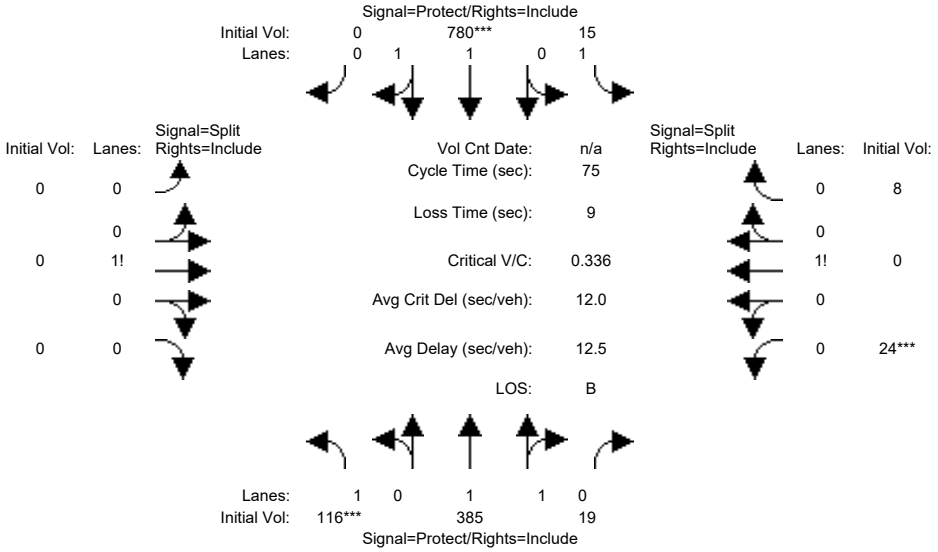
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #2: South Main/Mihalakis



Street Name:	South Main St						Mihalakis Dr					
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	10	10	10	10	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:	116	385	19	15	780	0	0	0	0	24	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	385	19	15	780	0	0	0	0	24	0	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	385	19	15	780	0	0	0	0	24	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	385	19	15	780	0	0	0	0	24	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	385	19	15	780	0	0	0	0	24	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	385	19	15	780	0	0	0	0	24	0	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.90	0.10	1.00	2.00	0.00	0.00	1.00	0.00	0.75	0.00	0.25
Final Sat.:	1750	3526	174	1750	3700	0	0	1750	0	1313	0	438
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.01	0.21	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Moves:	****				****					****		
Green Time:	13.4	32.9	32.9	23.1	42.6	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.37	0.25	0.25	0.03	0.37	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Delay/Veh:	27.8	13.3	13.3	18.2	9.0	0.0	0.0	0.0	0.0	29.0	0.0	29.0
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:	27.8	13.3	13.3	18.2	9.0	0.0	0.0	0.0	0.0	29.0	0.0	29.0
LOS by Move:	C	B	B	B	A	A	A	A	A	C	A	C
HCM2k95thQ:	6	6	6	1	10	0	0	0	0	2	0	2

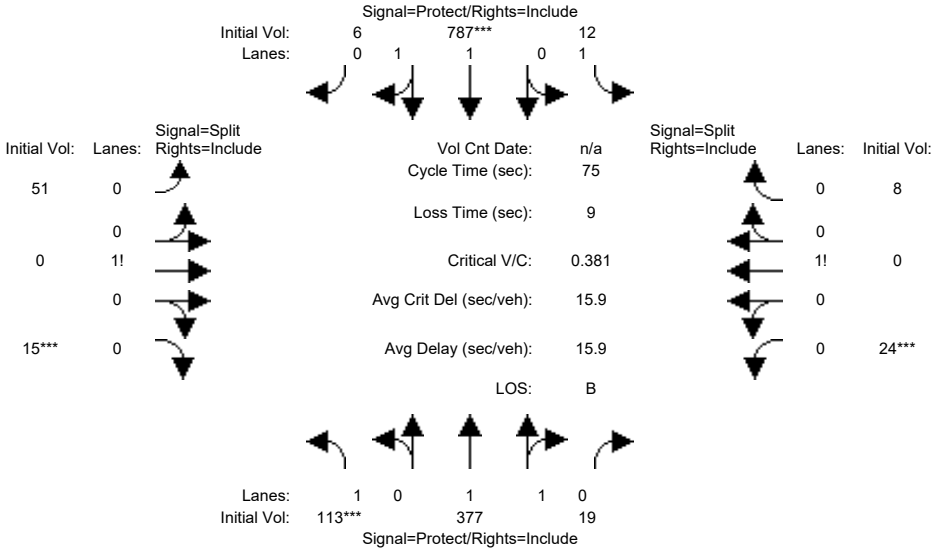
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project AM

Intersection #2: South Main/Mihalakis



Street Name:	South Main St						Mihalakis Dr					
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	10	10	10	10	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:	116	385	19	15	780	0	0	0	0	24	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	385	19	15	780	0	0	0	0	24	0	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	-3	-8	0	-3	7	6	51	0	15	0	0	0
Initial Fut:	113	377	19	12	787	6	51	0	15	24	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	377	19	12	787	6	51	0	15	24	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	377	19	12	787	6	51	0	15	24	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	377	19	12	787	6	51	0	15	24	0	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.90	0.10	1.00	1.98	0.02	0.77	0.00	0.23	0.75	0.00	0.25
Final Sat.:	1750	3522	178	1750	3672	28	1352	0	398	1313	0	438
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.01	0.21	0.21	0.04	0.00	0.04	0.02	0.00	0.02
Crit Moves:	****				****				****	****		
Green Time:	11.4	29.0	29.0	20.3	37.9	37.9	6.7	0.0	6.7	10.0	0.0	10.0
Volume/Cap:	0.42	0.28	0.28	0.03	0.42	0.42	0.42	0.00	0.42	0.14	0.00	0.14
Delay/Veh:	29.9	15.9	15.9	20.1	11.8	11.8	34.2	0.0	34.2	29.0	0.0	29.0
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:	29.9	15.9	15.9	20.1	11.8	11.8	34.2	0.0	34.2	29.0	0.0	29.0
LOS by Move:	C	B	B	C	B	B	C	A	C	C	A	C
HCM2k95thQ:	6	7	7	0	12	12	4	0	4	2	0	2

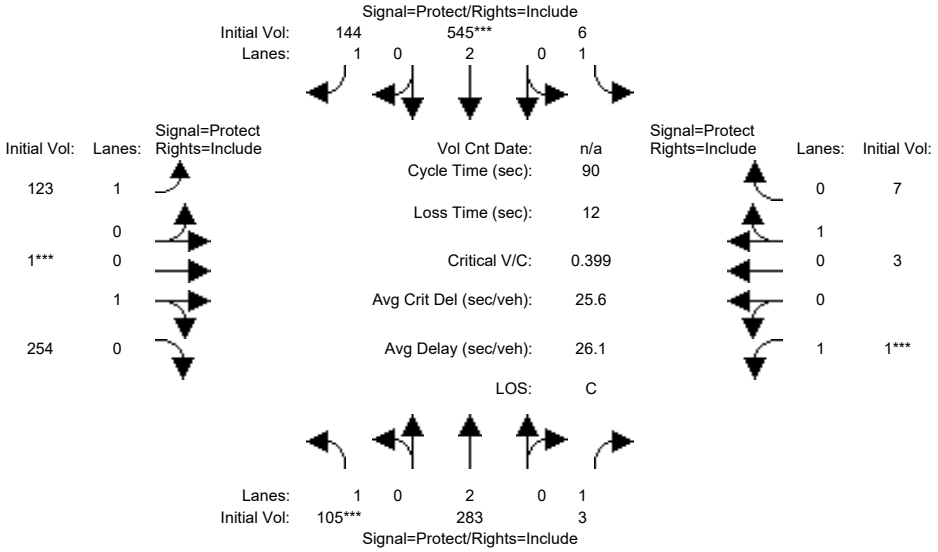
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3: S. Main St & Cedar Way



Street Name:	South Main St						Cedar Way					
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:	105	283	3	6	545	144	123	1	254	1	3	7
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:	105	283	3	6	545	144	123	1	254	1	3	7
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:	105	283	3	6	545	144	123	1	254	1	3	7
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:	105	283	3	6	545	144	123	1	254	1	3	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	283	3	6	545	144	123	1	254	1	3	7
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:	105	283	3	6	545	144	123	1	254	1	3	7
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.01	0.99	1.00	0.30	0.70
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	7	1793	1750	540	1260
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.00	0.00	0.14	0.08	0.07	0.14	0.14	0.00	0.01	0.01
Crit Moves:	****				****			****		****		
Green Time:	12.3	24.6	24.6	17.2	29.5	29.5	14.9	29.1	29.1	7.0	21.3	21.3
Volume/Cap:	0.44	0.27	0.01	0.02	0.44	0.25	0.42	0.44	0.44	0.01	0.02	0.02
Delay/Veh:	36.9	25.8	23.8	29.5	24.0	22.4	34.7	24.5	24.5	38.3	26.4	26.4
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:	36.9	25.8	23.8	29.5	24.0	22.4	34.7	24.5	24.5	38.3	26.4	26.4
LOS by Move:	D	C	C	C	C	C	C	C	C	D	C	C
HCM2k95thQ:	7	6	0	0	12	6	7	12	12	0	0	0

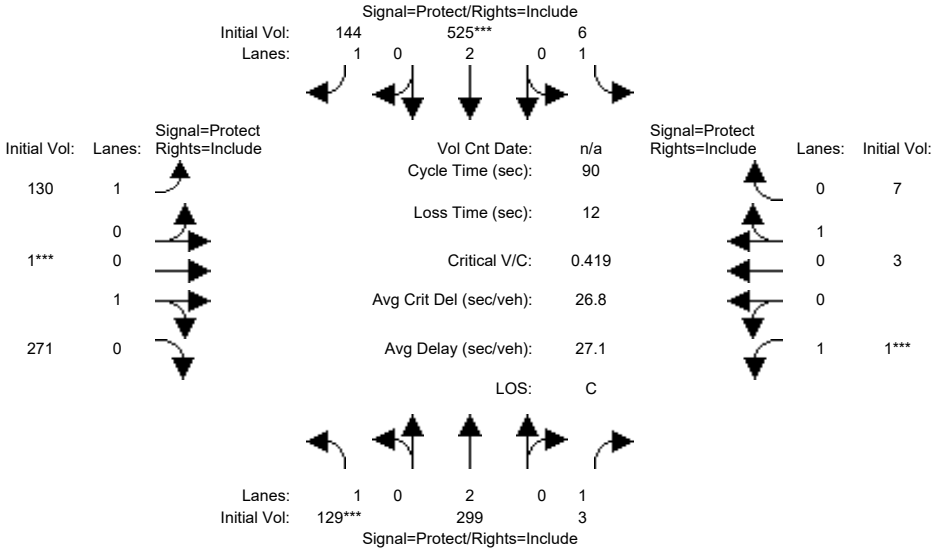
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project AM

Intersection #3: S. Main St & Cedar Way



Street Name:	South Main St						Cedar Way					
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:	105	283	3	6	545	144	123	1	254	1	3	7
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:	105	283	3	6	545	144	123	1	254	1	3	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	24	16	0	0	-20	0	7	0	17	0	0	0
Initial Fut:	129	299	3	6	525	144	130	1	271	1	3	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	299	3	6	525	144	130	1	271	1	3	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	299	3	6	525	144	130	1	271	1	3	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	299	3	6	525	144	130	1	271	1	3	7
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.01	0.99	1.00	0.30	0.70
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	7	1793	1750	540	1260
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.00	0.00	0.14	0.08	0.07	0.15	0.15	0.00	0.01	0.01
Crit Moves:	****				****			****			****	
Green Time:	14.4	24.4	24.4	17.1	27.0	27.0	15.1	29.6	29.6	7.0	21.5	21.5
Volume/Cap:	0.46	0.29	0.01	0.02	0.46	0.27	0.44	0.46	0.46	0.01	0.02	0.02
Delay/Veh:	35.5	26.1	24.0	29.7	25.9	24.3	34.8	24.5	24.5	38.3	26.2	26.2
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:	35.5	26.1	24.0	29.7	25.9	24.3	34.8	24.5	24.5	38.3	26.2	26.2
LOS by Move:	D	C	C	C	C	C	C	C	C	D	C	C
HCM2k95thQ:	8	7	0	0	12	7	8	12	12	0	0	0

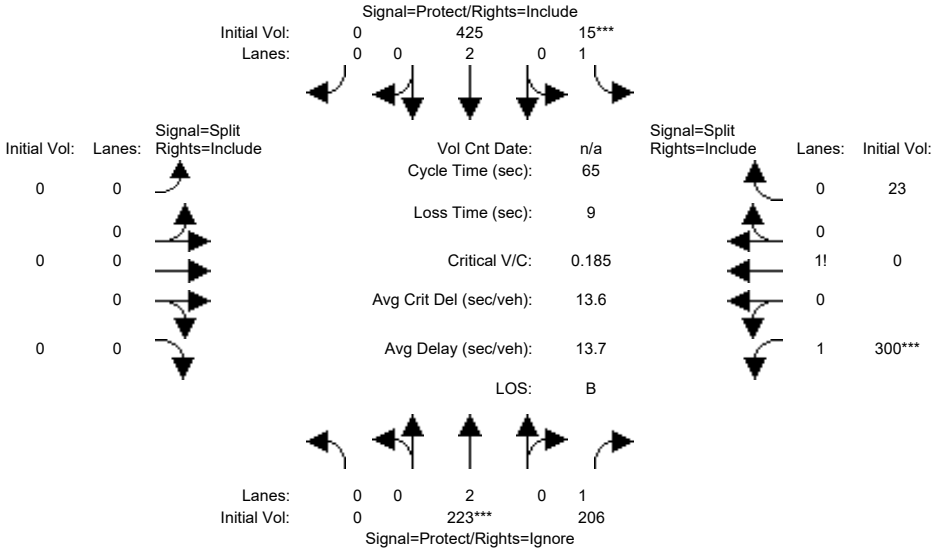
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #4: S. Abel St & S. Main St



Street Name:	South Abel St						South Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	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:	0	223	206	15	425	0	0	0	0	300	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	223	206	15	425	0	0	0	0	300	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	223	206	15	425	0	0	0	0	300	0	23
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	223	0	15	425	0	0	0	0	300	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	223	0	15	425	0	0	0	0	300	0	23
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	223	0	15	425	0	0	0	0	300	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.87	0.00	0.13
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3267	0	233
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.01	0.11	0.00	0.00	0.00	0.00	0.09	0.00	0.10
Crit Moves:		****		****						****		
Green Time:	0.0	18.3	0.0	7.0	25.3	0.0	0.0	0.0	0.0	30.7	0.0	30.7
Volume/Cap:	0.00	0.21	0.00	0.08	0.29	0.00	0.00	0.00	0.00	0.19	0.00	0.21
Delay/Veh:	0.0	18.0	0.0	26.3	13.8	0.0	0.0	0.0	0.0	10.0	0.0	10.1
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:	0.0	18.0	0.0	26.3	13.8	0.0	0.0	0.0	0.0	10.0	0.0	10.1
LOS by Move:	A	B	A	C	B	A	A	A	A	A	A	B
HCM2k95thQ:	0	4	0	1	6	0	0	0	0	4	0	5

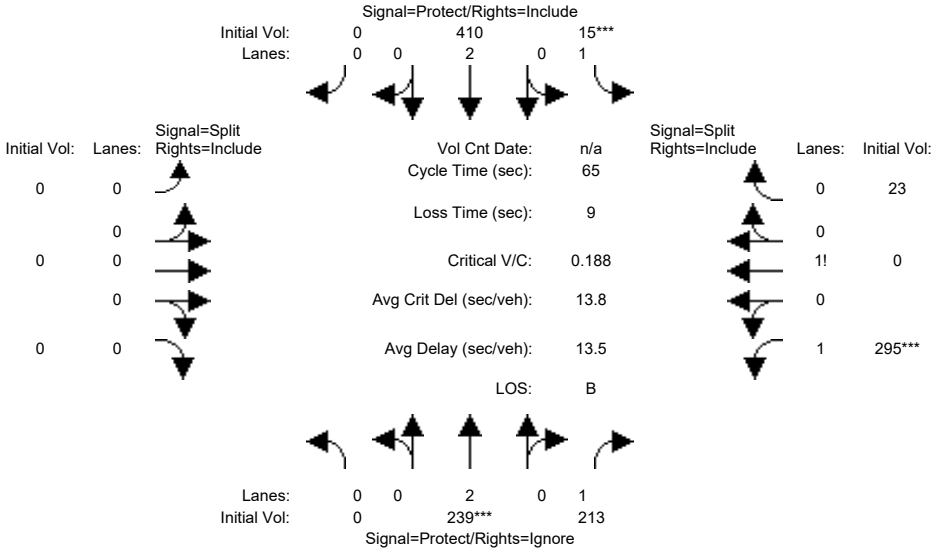
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project AM

Intersection #4: S. Abel St & S. Main St



Street Name:	South Abel St						South Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	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:	0	223	206	15	425	0	0	0	0	300	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	223	206	15	425	0	0	0	0	300	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	16	7	0	-15	0	0	0	0	-5	0	0
Initial Fut:	0	239	213	15	410	0	0	0	0	295	0	23
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	239	0	15	410	0	0	0	0	295	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	239	0	15	410	0	0	0	0	295	0	23
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	239	0	15	410	0	0	0	0	295	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.87	0.00	0.13
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3264	0	236
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.01	0.11	0.00	0.00	0.00	0.00	0.09	0.00	0.10
Crit Moves:		****		****						****		
Green Time:	0.0	19.2	0.0	7.0	26.2	0.0	0.0	0.0	0.0	29.8	0.0	29.8
Volume/Cap:	0.00	0.21	0.00	0.08	0.27	0.00	0.00	0.00	0.00	0.20	0.00	0.21
Delay/Veh:	0.0	17.3	0.0	26.3	13.1	0.0	0.0	0.0	0.0	10.6	0.0	10.6
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:	0.0	17.3	0.0	26.3	13.1	0.0	0.0	0.0	0.0	10.6	0.0	10.6
LOS by Move:	A	B	A	C	B	A	A	A	A	B	A	B
HCM2k95thQ:	0	4	0	1	6	0	0	0	0	4	0	5

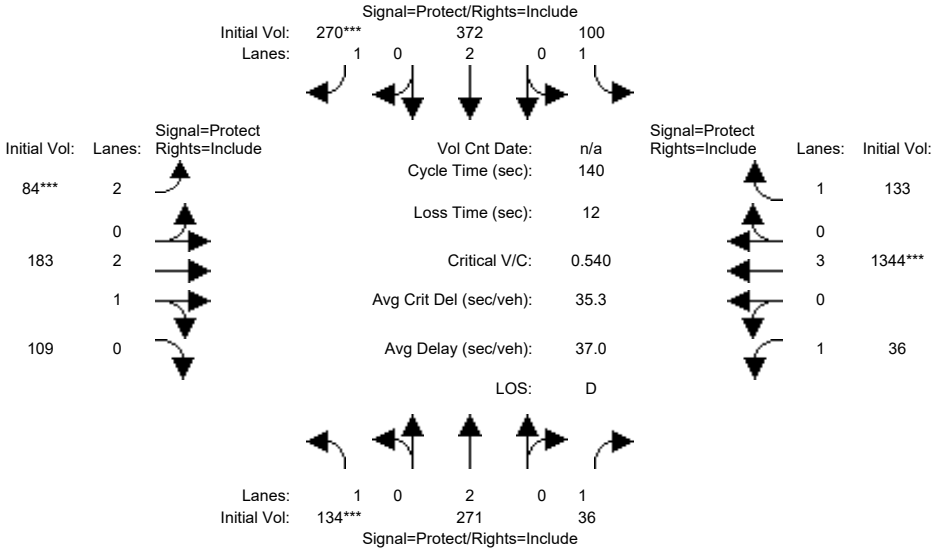
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #5: S. Abel St & Great Mall Pkwy



Street Name:	S. Abel St						Great Mall Pkwy					
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:	134	271	36	100	372	270	84	183	109	36	1344	133
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:	134	271	36	100	372	270	84	183	109	36	1344	133
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:	134	271	36	100	372	270	84	183	109	36	1344	133
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:	134	271	36	100	372	270	84	183	109	36	1344	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	271	36	100	372	270	84	183	109	36	1344	133
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:	134	271	36	100	372	270	84	183	109	36	1344	133
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.02	0.06	0.10	0.15	0.03	0.05	0.06	0.02	0.24	0.08
Crit Moves:	****					****	****				****	
Green Time:	19.9	33.3	33.3	26.6	40.0	40.0	7.0	40.1	40.1	28.1	61.1	61.1
Volume/Cap:	0.54	0.30	0.09	0.30	0.34	0.54	0.53	0.17	0.22	0.10	0.54	0.17
Delay/Veh:	58.2	44.0	41.6	49.2	39.8	43.4	68.4	37.5	38.1	45.8	29.3	24.1
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:	58.2	44.0	41.6	49.2	39.8	43.4	68.4	37.5	38.1	45.8	29.3	24.1
LOS by Move:	E	D	D	D	D	D	E	D	D	D	C	C
HCM2k95thQ:	12	9	3	8	12	20	6	6	8	3	25	7

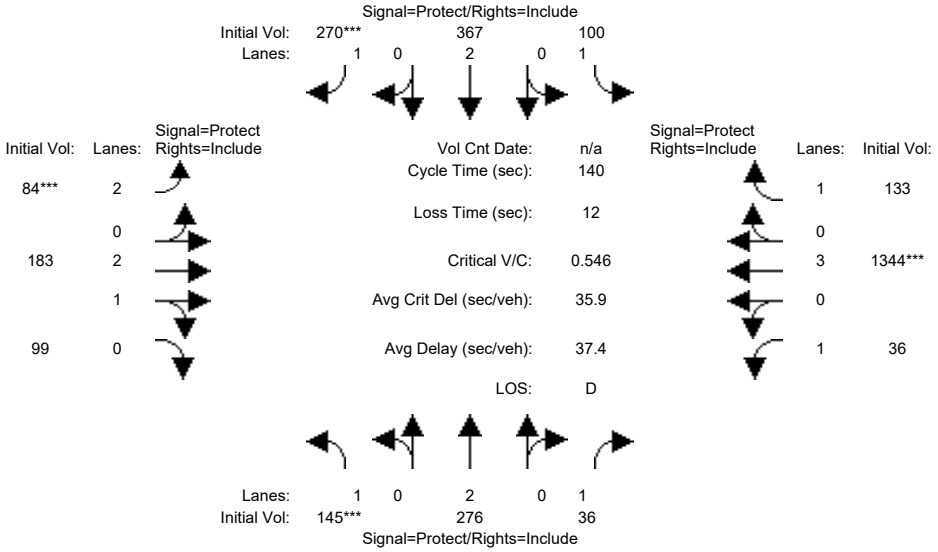
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project AM

Intersection #5: S. Abel St & Great Mall Pkwy



Street Name:	S. Abel St						Great Mall Pkwy					
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:	134	271	36	100	372	270	84	183	109	36	1344	133
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:	134	271	36	100	372	270	84	183	109	36	1344	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	11	5	0	0	-5	0	0	0	-10	0	0	0
Initial Fut:	145	276	36	100	367	270	84	183	99	36	1344	133
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:	145	276	36	100	367	270	84	183	99	36	1344	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	276	36	100	367	270	84	183	99	36	1344	133
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:	145	276	36	100	367	270	84	183	99	36	1344	133
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.02	0.06	0.10	0.15	0.03	0.05	0.06	0.02	0.24	0.08
Crit Moves:	****					****	****				****	
Green Time:	21.2	34.0	34.0	26.7	39.5	39.5	7.0	39.6	39.6	27.7	60.3	60.3
Volume/Cap:	0.55	0.30	0.08	0.30	0.34	0.55	0.53	0.17	0.20	0.10	0.55	0.18
Delay/Veh:	57.4	43.5	41.1	49.1	40.1	44.0	68.4	37.9	38.2	46.1	29.9	24.6
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:	57.4	43.5	41.1	49.1	40.1	44.0	68.4	37.9	38.2	46.1	29.9	24.6
LOS by Move:	E	D	D	D	D	D	E	D	D	D	C	C
HCM2k95thQ:	13	9	3	8	12	20	6	6	7	3	25	7

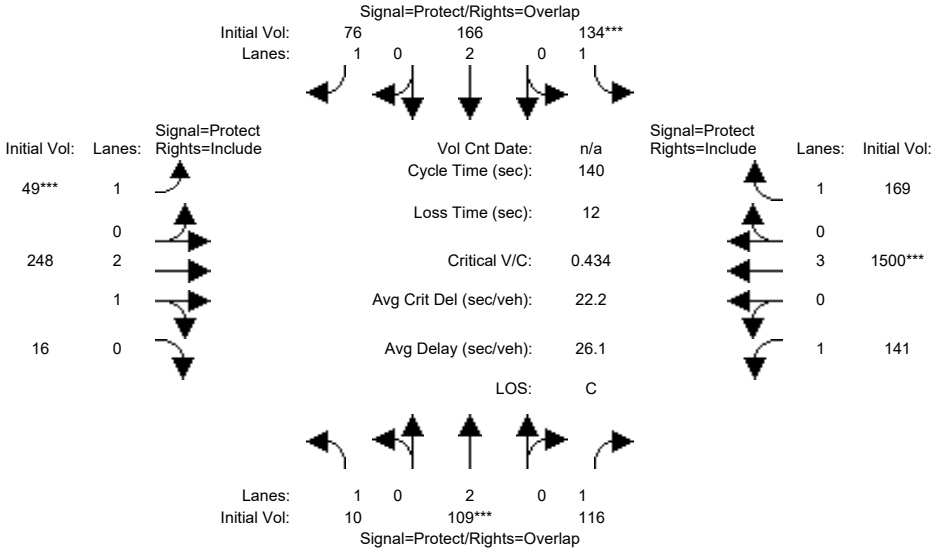
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #6: S. Main St & Great Mall Pkwy



Street Name:	South Main St						Great Mall Pkwy					
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:	10	109	116	134	166	76	49	248	16	141	1500	169
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:	10	109	116	134	166	76	49	248	16	141	1500	169
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:	10	109	116	134	166	76	49	248	16	141	1500	169
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:	10	109	116	134	166	76	49	248	16	141	1500	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	109	116	134	166	76	49	248	16	141	1500	169
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:	10	109	116	134	166	76	49	248	16	141	1500	169
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	2.00	1.00	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5260	339	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.07	0.08	0.04	0.04	0.03	0.05	0.05	0.08	0.26	0.10
Crit Moves:		****		****			****				****	
Green Time:	14.2	10.0	59.5	24.6	20.3	29.3	9.0	43.9	43.9	49.5	84.4	84.4
Volume/Cap:	0.06	0.40	0.16	0.44	0.30	0.21	0.44	0.15	0.15	0.23	0.44	0.16
Delay/Veh:	56.9	63.1	24.9	52.5	53.8	46.0	65.8	34.7	34.7	32.0	15.0	12.3
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:	56.9	63.1	24.9	52.5	53.8	46.0	65.8	34.7	34.7	32.0	15.0	12.3
LOS by Move:	E	E	C	D	D	D	E	C	C	C	B	B
HCM2k95thQ:	1	5	6	11	7	6	5	5	5	9	20	7

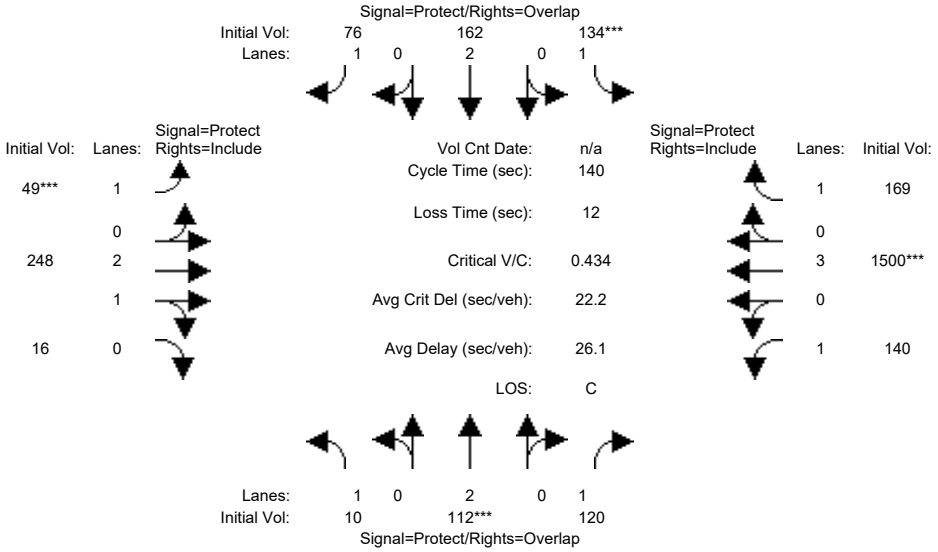
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project AM

Intersection #6: S. Main St & Great Mall Pkwy



Street Name:	South Main St						Great Mall Pkwy					
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:	10	109	116	134	166	76	49	248	16	141	1500	169
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:	10	109	116	134	166	76	49	248	16	141	1500	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	3	4	0	-4	0	0	0	0	-1	0	0
Initial Fut:	10	112	120	134	162	76	49	248	16	140	1500	169
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:	10	112	120	134	162	76	49	248	16	140	1500	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	112	120	134	162	76	49	248	16	140	1500	169
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:	10	112	120	134	162	76	49	248	16	140	1500	169
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	2.00	1.00	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5260	339	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.07	0.08	0.04	0.04	0.03	0.05	0.05	0.08	0.26	0.10
Crit Moves:		****		****			****				****	
Green Time:	14.2	10.0	59.4	24.6	20.3	29.3	9.0	44.1	44.1	49.4	84.4	84.4
Volume/Cap:	0.06	0.41	0.16	0.44	0.29	0.21	0.44	0.15	0.15	0.23	0.44	0.16
Delay/Veh:	56.9	63.2	25.0	52.5	53.7	46.0	65.8	34.5	34.5	32.1	15.0	12.3
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:	56.9	63.2	25.0	52.5	53.7	46.0	65.8	34.5	34.5	32.1	15.0	12.3
LOS by Move:	E	E	C	D	D	D	E	C	C	C	B	B
HCM2k95thQ:	1	6	7	11	6	6	5	5	5	9	20	7

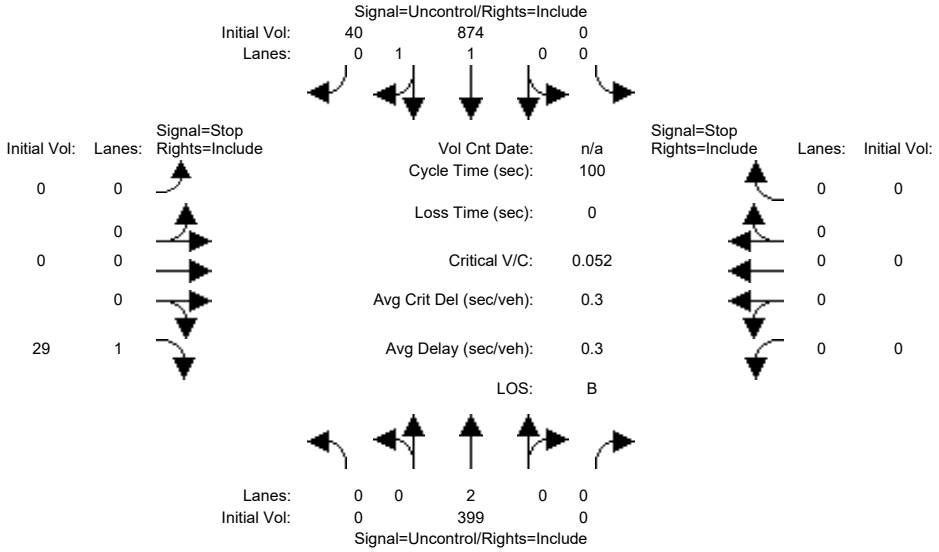
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #7: S. Main Street & Site Driveway 2



Street Name:	S. Main Street						Site Driveway 2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	399	0	0	874	40	0	0	29	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:	0	399	0	0	874	40	0	0	29	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:	0	399	0	0	874	40	0	0	29	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:	0	399	0	0	874	40	0	0	29	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	399	0	0	874	40	0	0	29	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	457	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	556	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	556	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.8	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.8			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #7 S. Main Street & Site Driveway 2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	0	0	0 0 1	1	0	0 0 0	0	1	0 0 0	0	0
Initial Vol:	0 399		0	0 874		40	0 0		29	0 0		0
ApproachDel:	xxxxxx			xxxxxx			11.8			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=29]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1342]
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 #7 S. Main Street & Site Driveway 2

****

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 0 2	0	0	0 0 1	1	0	0 0 0	0	1	0 0 0	0	0
Initial Vol:	0 399		0	0 874		40	0 0		29	0 0		0

Major Street Volume: 1313
Minor Approach Volume: 29
Minor Approach Volume Threshold: 191

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

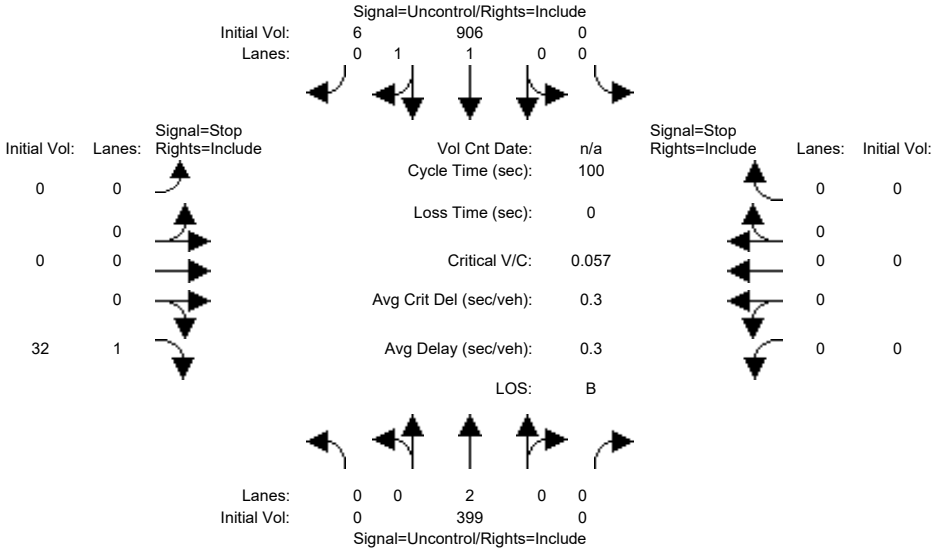
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + Project AM

Intersection #7: S. Main Street & Site Driveway 2



Street Name:	S. Main Street						Site Driveway 2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	399	0	0	874	40	0	0	29	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:	0	399	0	0	874	40	0	0	29	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	32	-34	0	0	3	0	0	0
Initial Fut:	0	399	0	0	906	6	0	0	32	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:	0	399	0	0	906	6	0	0	32	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	399	0	0	906	6	0	0	32	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	456	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	557	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	557	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.9	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.9			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #7 S. Main Street & Site Driveway 2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	0	0	0 0 1	1	0	0 0 0	0	1	0 0 0	0	0
Initial Vol:	0 399		0	0 906		6	0	0	32	0	0	0
ApproachDel:	xxxxxx			xxxxxx			11.9			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=32]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1343]
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 #7 S. Main Street & Site Driveway 2

****

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 0 2	0	0	0 0 1	1	0	0 0 0	0	1	0 0 0	0	0
Initial Vol:	0 399		0	0 906		6	0	0	32	0	0	0

Major Street Volume: 1311
Minor Approach Volume: 32
Minor Approach Volume Threshold: 192

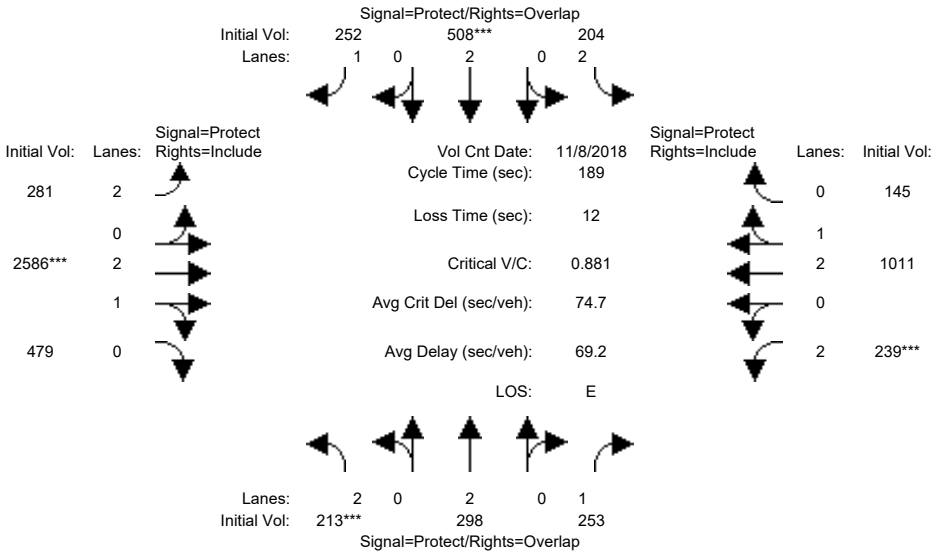
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #1: MONTAGUE EXPWY/MAIN ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	6.0	5.7	5.7	6.2	5.5	5.5	5.6	5.8	5.8	6.0	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	213	298	253	204	508	252	281	2586	479	239	1011	145
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:	213	298	253	204	508	252	281	2586	479	239	1011	145
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:	213	298	253	204	508	252	281	2586	479	239	1011	145
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:	213	298	253	204	508	252	281	2586	479	239	1011	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	298	253	204	508	252	281	2586	479	239	1011	145
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:	213	298	253	204	508	252	281	2586	479	239	1011	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.51	0.49	2.00	2.61	0.39
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	4724	875	3150	4897	702
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.14	0.06	0.13	0.14	0.09	0.55	0.55	0.08	0.21	0.21
Crit Moves:	****				****			****			****	
Green Time:	14.5	25.9	42.2	17.3	28.7	53.3	24.6	118	117.5	16.3	109	109.2
Volume/Cap:	0.88	0.57	0.65	0.71	0.88	0.51	0.68	0.88	0.88	0.88	0.36	0.36
Delay/Veh:	115.2	77.9	70.4	91.3	93.1	57.8	91.1	65.5	65.5	117.3	40.7	40.7
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:	115.2	77.9	70.4	91.3	93.1	57.8	91.1	65.5	65.5	117.3	40.7	40.7
LOS by Move:	F	E	E	F	F	E	F	E	E	F	D	D
HCM2k95thQ:	18	16	26	15	29	23	19	89	89	20	32	32

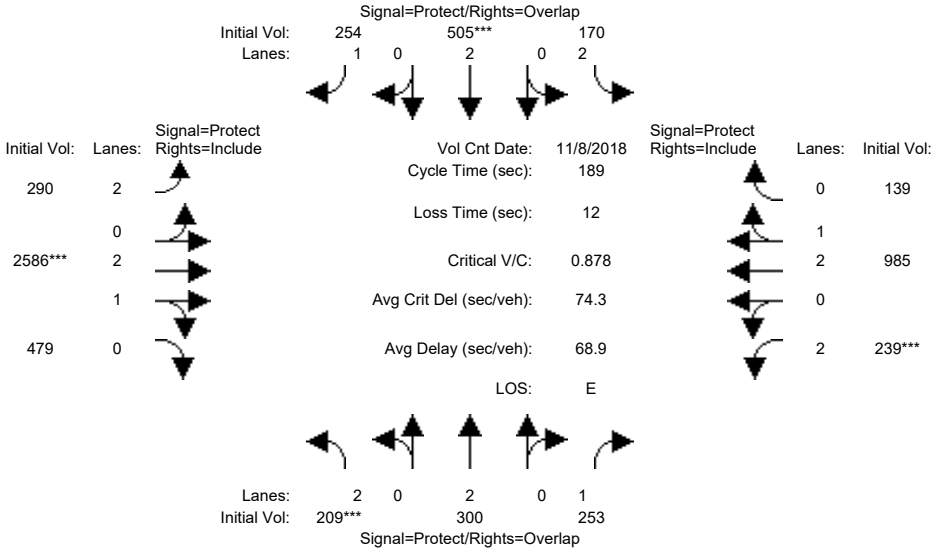
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project PM

Intersection #1: MONTAGUE EXPWY/MAIN ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	6.0	5.7	5.7	6.2	5.5	5.5	5.6	5.8	5.8	6.0	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	213	298	253	204	508	252	281	2586	479	239	1011	145
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:	213	298	253	204	508	252	281	2586	479	239	1011	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	-4	2	0	-34	-3	2	9	0	0	0	-26	-6
Initial Fut:	209	300	253	170	505	254	290	2586	479	239	985	139
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:	209	300	253	170	505	254	290	2586	479	239	985	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	300	253	170	505	254	290	2586	479	239	985	139
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:	209	300	253	170	505	254	290	2586	479	239	985	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.51	0.49	2.00	2.62	0.38
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	4724	875	3150	4907	692
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.14	0.05	0.13	0.15	0.09	0.55	0.55	0.08	0.20	0.20
Crit Moves:	****				****			****			****	
Green Time:	14.3	25.7	42.1	17.1	28.6	53.3	24.7	118	117.8	16.3	109	109.4
Volume/Cap:	0.88	0.58	0.65	0.59	0.88	0.51	0.71	0.88	0.88	0.88	0.35	0.35
Delay/Veh:	115.3	78.2	70.6	86.0	92.9	57.9	92.0	65.2	65.2	116.8	40.2	40.2
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:	115.3	78.2	70.6	86.0	92.9	57.9	92.0	65.2	65.2	116.8	40.2	40.2
LOS by Move:	F	E	E	F	F	E	F	E	E	F	D	D
HCM2k95thQ:	18	16	26	12	29	24	20	89	89	20	31	31

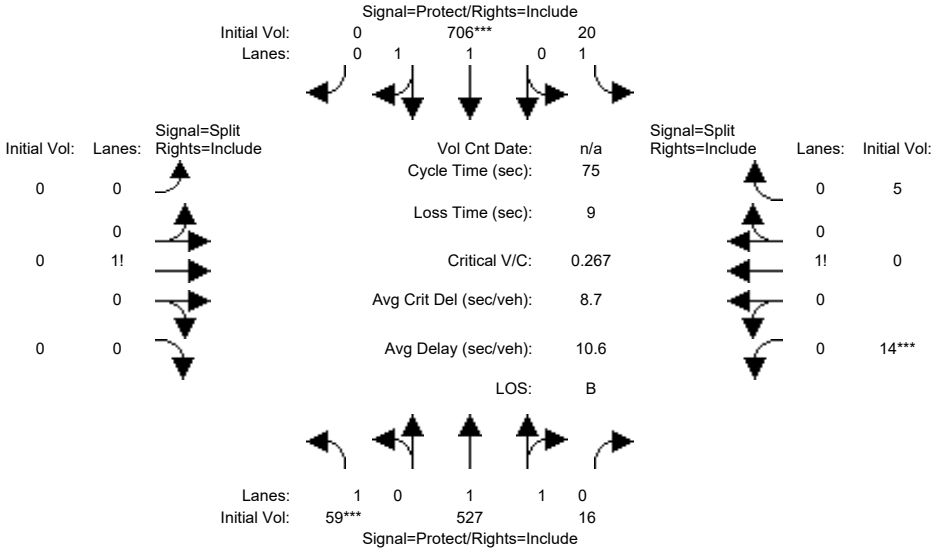
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #2: South Main/Mihalakis



Street Name:	South Main St						Mihalakis Dr					
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	10	10	10	10	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:	59	527	16	20	706	0	0	0	0	14	0	5
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:	59	527	16	20	706	0	0	0	0	14	0	5
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:	59	527	16	20	706	0	0	0	0	14	0	5
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:	59	527	16	20	706	0	0	0	0	14	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	527	16	20	706	0	0	0	0	14	0	5
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:	59	527	16	20	706	0	0	0	0	14	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	0.00	0.00	1.00	0.00	0.74	0.00	0.26
Final Sat.:	1750	3591	109	1750	3700	0	0	1750	0	1289	0	461
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.01	0.19	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:	****				****					****		
Green Time:	8.4	34.2	34.2	21.8	47.6	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.30	0.32	0.32	0.04	0.30	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Delay/Veh:	31.5	13.1	13.1	19.1	6.3	0.0	0.0	0.0	0.0	28.6	0.0	28.6
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:	31.5	13.1	13.1	19.1	6.3	0.0	0.0	0.0	0.0	28.6	0.0	28.6
LOS by Move:	C	B	B	B	A	A	A	A	A	C	A	C
HCM2k95thQ:	3	8	8	1	8	0	0	0	0	1	0	1

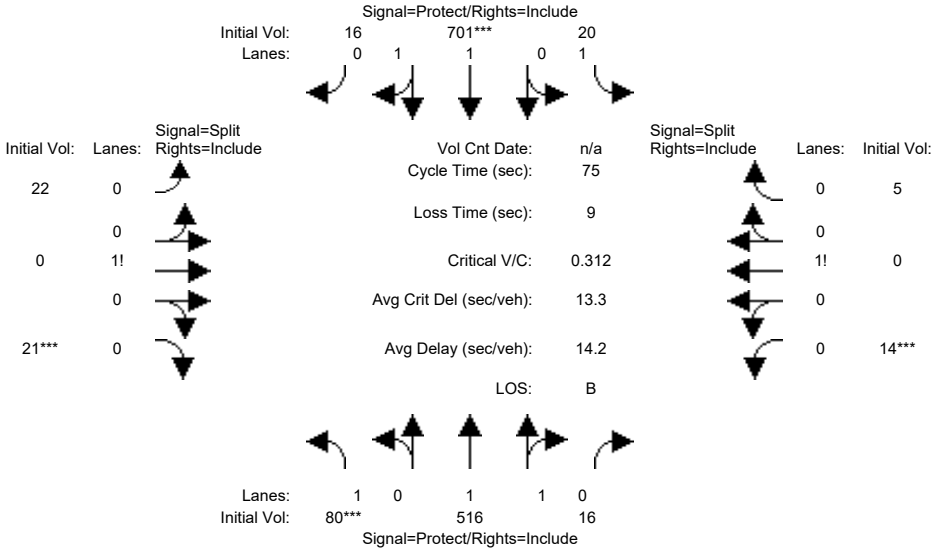
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project PM

Intersection #2: South Main/Mihalakis



Street Name:	South Main St						Mihalakis Dr					
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	10	10	10	10	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:	59	527	16	20	706	0	0	0	0	14	0	5
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:	59	527	16	20	706	0	0	0	0	14	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	21	-11	0	0	-5	16	22	0	21	0	0	0
Initial Fut:	80	516	16	20	701	16	22	0	21	14	0	5
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:	80	516	16	20	701	16	22	0	21	14	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	516	16	20	701	16	22	0	21	14	0	5
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:	80	516	16	20	701	16	22	0	21	14	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.95	0.05	0.51	0.00	0.49	0.74	0.00	0.26
Final Sat.:	1750	3589	111	1750	3617	83	895	0	855	1289	0	461
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.01	0.19	0.19	0.02	0.00	0.02	0.01	0.00	0.01
Crit Moves:	****				****				****	****		
Green Time:	9.7	30.8	30.8	20.0	41.1	41.1	5.2	0.0	5.2	10.0	0.0	10.0
Volume/Cap:	0.35	0.35	0.35	0.04	0.35	0.35	0.35	0.00	0.35	0.08	0.00	0.08
Delay/Veh:	30.7	15.4	15.4	20.4	9.6	9.6	35.1	0.0	35.1	28.6	0.0	28.6
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:	30.7	15.4	15.4	20.4	9.6	9.6	35.1	0.0	35.1	28.6	0.0	28.6
LOS by Move:	C	B	B	C	A	A	D	A	D	C	A	C
HCM2k95thQ:	4	9	9	1	9	9	3	0	3	1	0	1

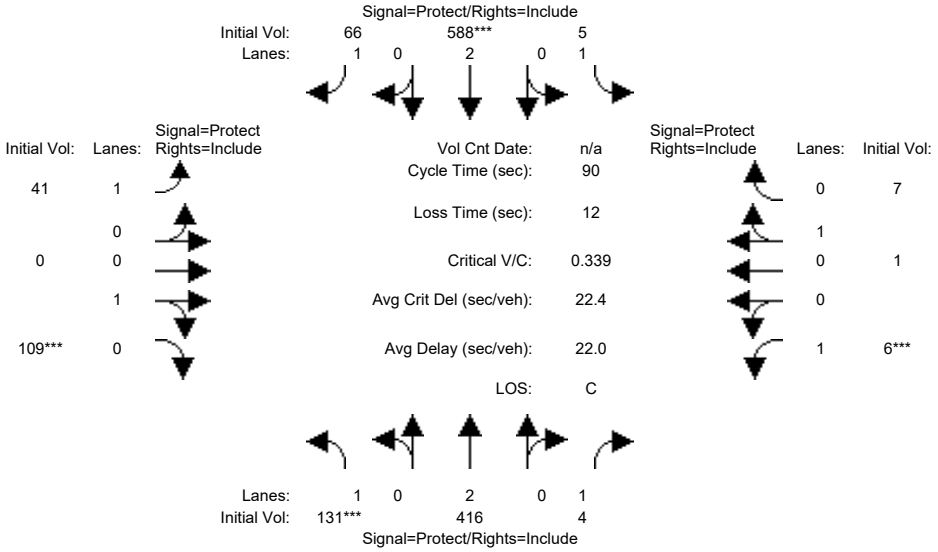
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3: S. Main St & Cedar Way



Street Name:	South Main St						Cedar Way					
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:	131	416	4	5	588	66	41	0	109	6	1	7
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:	131	416	4	5	588	66	41	0	109	6	1	7
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:	131	416	4	5	588	66	41	0	109	6	1	7
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:	131	416	4	5	588	66	41	0	109	6	1	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	416	4	5	588	66	41	0	109	6	1	7
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:	131	416	4	5	588	66	41	0	109	6	1	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.13	0.87
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	0	1800	1750	225	1575
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.00	0.00	0.15	0.04	0.02	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****	****		
Green Time:	18.3	33.0	33.0	23.1	37.9	37.9	9.0	0.0	14.8	7.0	12.8	12.8
Volume/Cap:	0.37	0.30	0.01	0.01	0.37	0.09	0.23	0.00	0.37	0.04	0.03	0.03
Delay/Veh:	31.5	20.4	18.1	24.9	18.0	15.7	38.0	0.0	34.2	38.5	33.3	33.3
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:	31.5	20.4	18.1	24.9	18.0	15.7	38.0	0.0	34.2	38.5	33.3	33.3
LOS by Move:	C	C	B	C	B	B	D	A	C	D	C	C
HCM2k95thQ:	7	8	0	0	11	2	3	0	6	0	0	0

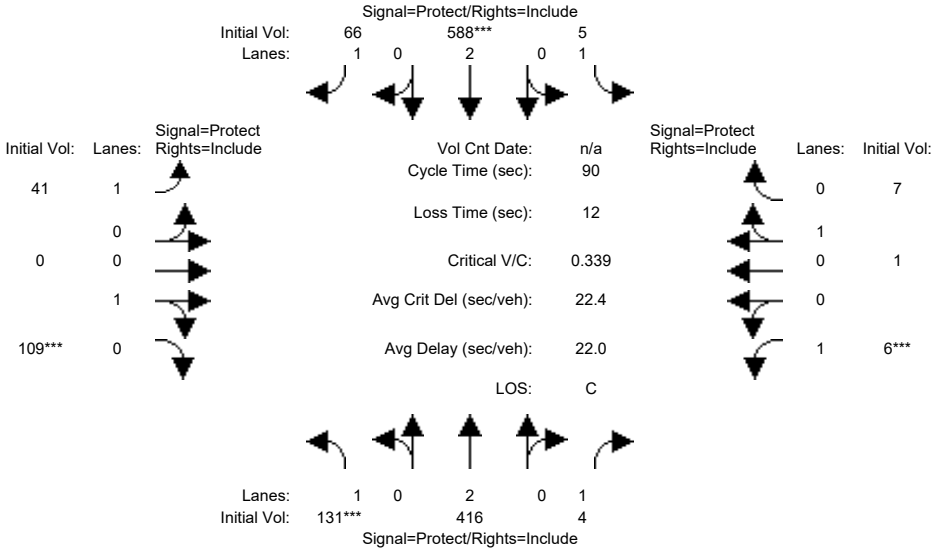
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project PM

Intersection #3: S. Main St & Cedar Way



Street Name:	South Main St						Cedar Way					
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:	131	416	4	5	588	66	41	0	109	6	1	7
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:	131	416	4	5	588	66	41	0	109	6	1	7
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:	131	416	4	5	588	66	41	0	109	6	1	7
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:	131	416	4	5	588	66	41	0	109	6	1	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	416	4	5	588	66	41	0	109	6	1	7
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:	131	416	4	5	588	66	41	0	109	6	1	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.13	0.87
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	0	1800	1750	225	1575
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.00	0.00	0.15	0.04	0.02	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****	****		
Green Time:	18.3	33.0	33.0	23.1	37.9	37.9	9.0	0.0	14.8	7.0	12.8	12.8
Volume/Cap:	0.37	0.30	0.01	0.01	0.37	0.09	0.23	0.00	0.37	0.04	0.03	0.03
Delay/Veh:	31.5	20.4	18.1	24.9	18.0	15.7	38.0	0.0	34.2	38.5	33.3	33.3
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:	31.5	20.4	18.1	24.9	18.0	15.7	38.0	0.0	34.2	38.5	33.3	33.3
LOS by Move:	C	C	B	C	B	B	D	A	C	D	C	C
HCM2k95thQ:	7	8	0	0	11	2	3	0	6	0	0	0

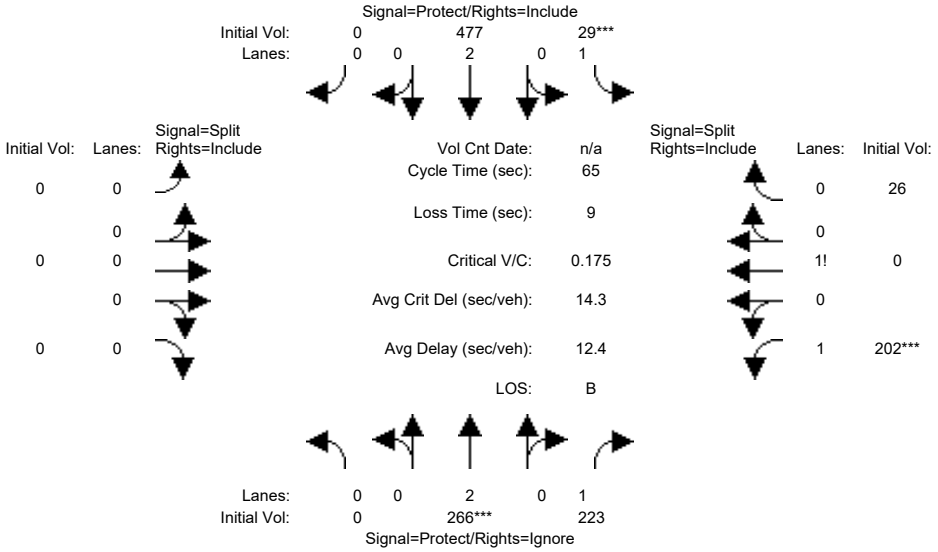
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #4: S. Abel St & S. Main St



Street Name:	South Abel St						South Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	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:	0	266	223	29	477	0	0	0	0	202	0	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	266	223	29	477	0	0	0	0	202	0	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	266	223	29	477	0	0	0	0	202	0	26
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	266	0	29	477	0	0	0	0	202	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	266	0	29	477	0	0	0	0	202	0	26
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	266	0	29	477	0	0	0	0	202	0	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.80	0.00	0.20
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3142	0	358
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.02	0.13	0.00	0.00	0.00	0.00	0.06	0.00	0.07
Crit Moves:		****		****						****		
Green Time:	0.0	24.1	0.0	7.0	31.1	0.0	0.0	0.0	0.0	24.9	0.0	24.9
Volume/Cap:	0.00	0.19	0.00	0.15	0.26	0.00	0.00	0.00	0.00	0.17	0.00	0.19
Delay/Veh:	0.0	13.9	0.0	26.7	10.2	0.0	0.0	0.0	0.0	13.3	0.0	13.4
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:	0.0	13.9	0.0	26.7	10.2	0.0	0.0	0.0	0.0	13.3	0.0	13.4
LOS by Move:	A	B	A	C	B	A	A	A	A	B	A	B
HCM2k95thQ:	0	4	0	1	6	0	0	0	0	3	0	4

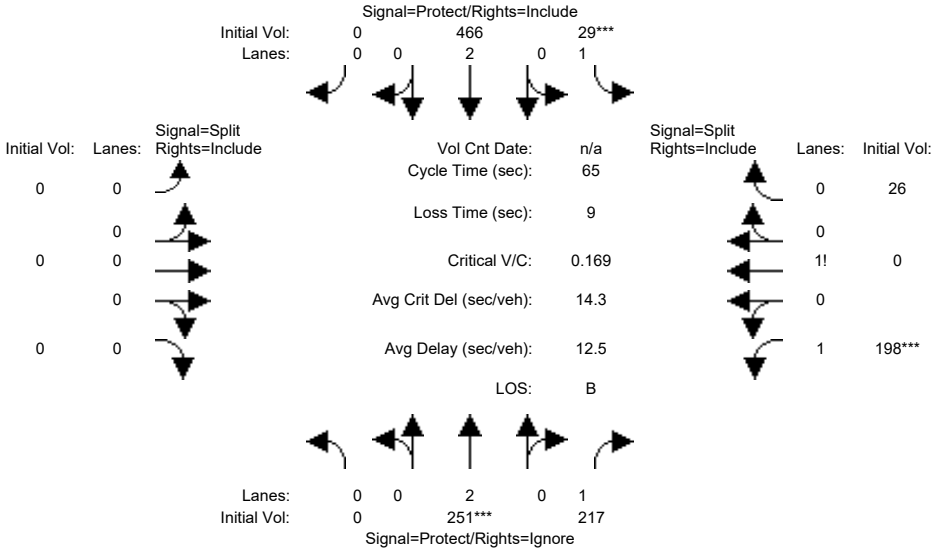
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project PM

Intersection #4: S. Abel St & S. Main St



Street Name:	South Abel St						South Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	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:	0	266	223	29	477	0	0	0	0	202	0	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	266	223	29	477	0	0	0	0	202	0	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	-15	-6	0	-11	0	0	0	0	-4	0	0
Initial Fut:	0	251	217	29	466	0	0	0	0	198	0	26
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	251	0	29	466	0	0	0	0	198	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	251	0	29	466	0	0	0	0	198	0	26
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	251	0	29	466	0	0	0	0	198	0	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.79	0.00	0.21
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3136	0	364
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.02	0.12	0.00	0.00	0.00	0.00	0.06	0.00	0.07
Crit Moves:		****		****						****		
Green Time:	0.0	23.5	0.0	7.0	30.5	0.0	0.0	0.0	0.0	25.5	0.0	25.5
Volume/Cap:	0.00	0.18	0.00	0.15	0.26	0.00	0.00	0.00	0.00	0.16	0.00	0.18
Delay/Veh:	0.0	14.2	0.0	26.7	10.5	0.0	0.0	0.0	0.0	12.9	0.0	13.0
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:	0.0	14.2	0.0	26.7	10.5	0.0	0.0	0.0	0.0	12.9	0.0	13.0
LOS by Move:	A	B	A	C	B	A	A	A	A	B	A	B
HCM2k95thQ:	0	4	0	1	6	0	0	0	0	3	0	4

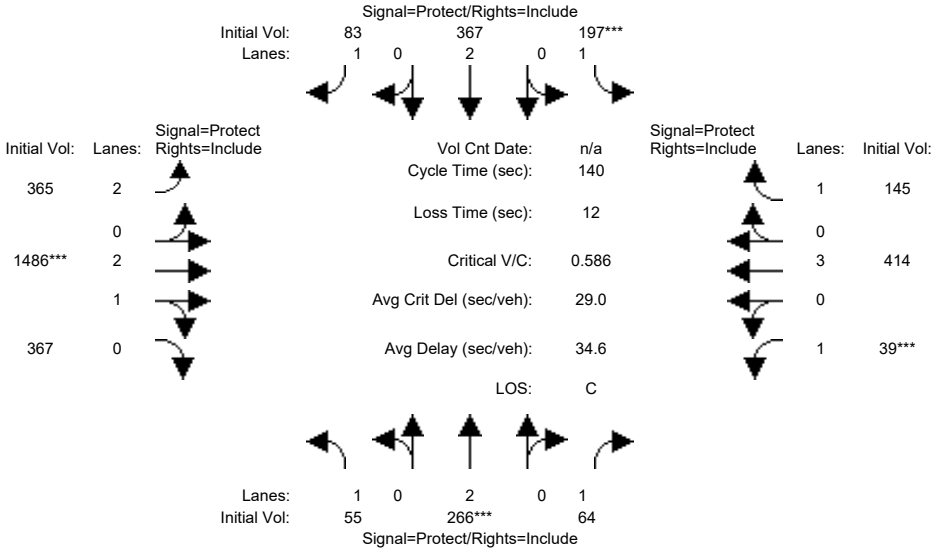
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #5: S. Abel St & Great Mall Pkwy



Street Name:	S. Abel St						Great Mall Pkwy					
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:	55	266	64	197	367	83	365	1486	367	39	414	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	266	64	197	367	83	365	1486	367	39	414	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	266	64	197	367	83	365	1486	367	39	414	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	266	64	197	367	83	365	1486	367	39	414	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	266	64	197	367	83	365	1486	367	39	414	145
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:	55	266	64	197	367	83	365	1486	367	39	414	145
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	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.38	0.62	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4489	1109	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.04	0.11	0.10	0.05	0.12	0.33	0.33	0.02	0.07	0.08
Crit Moves:		****		****				****		****		
Green Time:	14.7	16.5	16.5	26.5	28.3	28.3	49.6	78.0	78.0	7.0	35.4	35.4
Volume/Cap:	0.30	0.59	0.31	0.59	0.48	0.23	0.33	0.59	0.59	0.45	0.29	0.33
Delay/Veh:	58.8	60.7	57.4	54.7	49.8	47.1	33.2	20.8	20.8	68.2	42.2	43.0
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:	58.8	60.7	57.4	54.7	49.8	47.1	33.2	20.8	20.8	68.2	42.2	43.0
LOS by Move:	E	E	E	D	D	D	C	C	C	E	D	D
HCM2k95thQ:	5	12	6	17	14	6	13	30	30	5	9	11

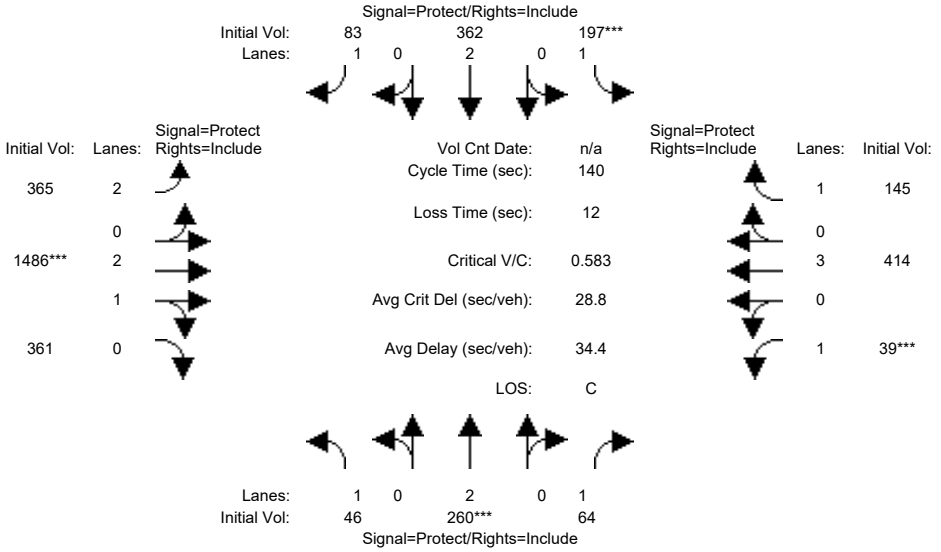
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project PM

Intersection #5: S. Abel St & Great Mall Pkwy



Street Name:	S. Abel St						Great Mall Pkwy					
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:	55	266	64	197	367	83	365	1486	367	39	414	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	266	64	197	367	83	365	1486	367	39	414	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	-9	-6	0	0	-5	0	0	0	-6	0	0	0
Initial Fut:	46	260	64	197	362	83	365	1486	361	39	414	145
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:	46	260	64	197	362	83	365	1486	361	39	414	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	260	64	197	362	83	365	1486	361	39	414	145
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:	46	260	64	197	362	83	365	1486	361	39	414	145
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	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.39	0.61	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4504	1094	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.04	0.11	0.10	0.05	0.12	0.33	0.33	0.02	0.07	0.08
Crit Moves:		****		****				****		****		
Green Time:	14.8	16.2	16.2	26.7	28.1	28.1	49.6	78.1	78.1	7.0	35.5	35.5
Volume/Cap:	0.25	0.59	0.32	0.59	0.47	0.24	0.33	0.59	0.59	0.45	0.29	0.33
Delay/Veh:	58.2	60.9	57.7	54.5	49.9	47.3	33.2	20.7	20.7	68.2	42.2	43.0
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:	58.2	60.9	57.7	54.5	49.9	47.3	33.2	20.7	20.7	68.2	42.2	43.0
LOS by Move:	E	E	E	D	D	D	C	C	C	E	D	D
HCM2k95thQ:	4	12	6	17	14	6	13	30	30	5	9	11

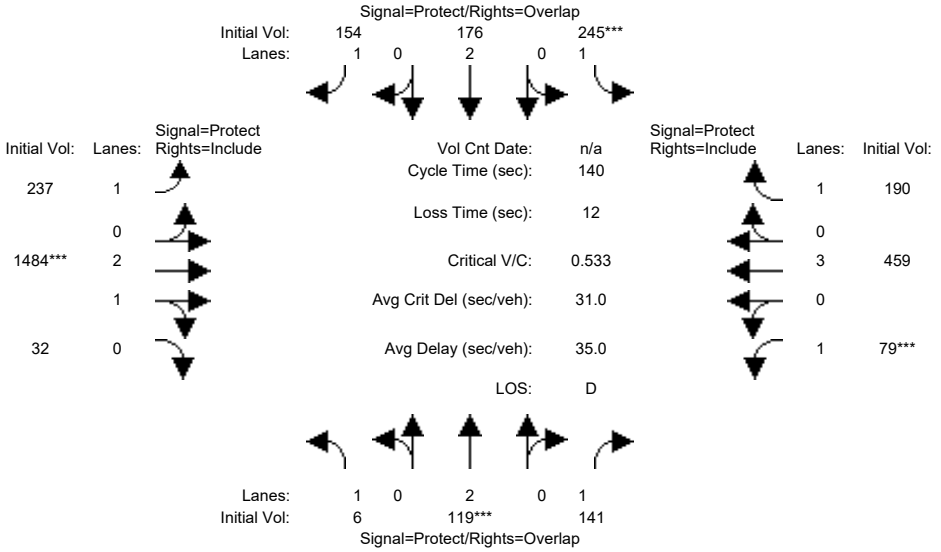
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #6: S. Main St & Great Mall Pkwy



Street Name:	South Main St						Great Mall Pkwy					
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:	6	119	141	245	176	154	237	1484	32	79	459	190
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:	6	119	141	245	176	154	237	1484	32	79	459	190
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:	6	119	141	245	176	154	237	1484	32	79	459	190
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:	6	119	141	245	176	154	237	1484	32	79	459	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	119	141	245	176	154	237	1484	32	79	459	190
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:	6	119	141	245	176	154	237	1484	32	79	459	190
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	2.00	1.00	1.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5482	118	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.08	0.14	0.05	0.09	0.14	0.27	0.27	0.05	0.08	0.11
Crit Moves:		****		****				****		****		
Green Time:	19.0	10.0	21.7	36.2	27.2	72.6	45.4	70.1	70.1	11.7	36.4	36.4
Volume/Cap:	0.03	0.44	0.52	0.54	0.24	0.17	0.42	0.54	0.54	0.54	0.31	0.42
Delay/Veh:	52.5	63.4	56.2	46.0	47.8	17.9	37.5	24.2	24.2	65.6	41.8	43.6
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:	52.5	63.4	56.2	46.0	47.8	17.9	37.5	24.2	24.2	65.6	41.8	43.6
LOS by Move:	D	E	E	D	D	B	D	C	C	E	D	D
HCM2k95thQ:	1	6	12	19	6	7	16	26	26	8	10	14

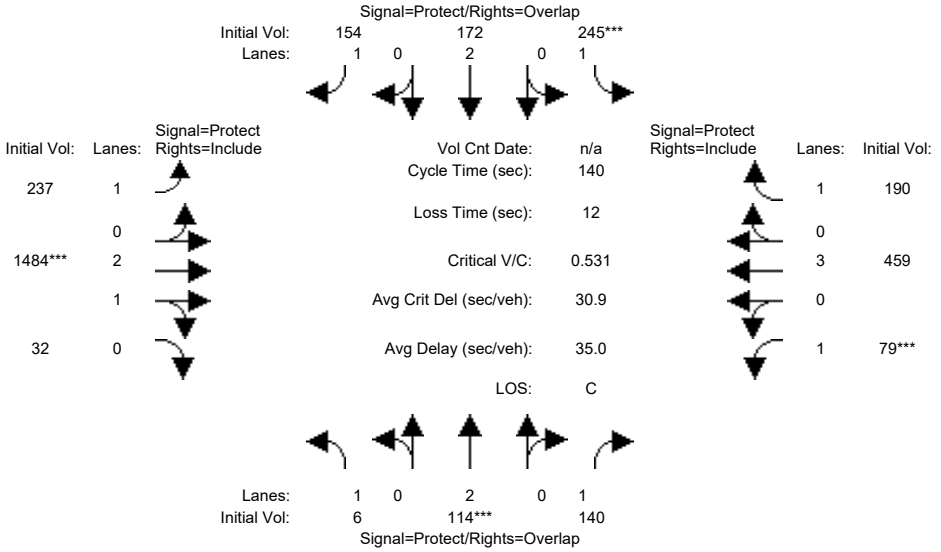
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project PM

Intersection #6: S. Main St & Great Mall Pkwy



Street Name:	South Main St						Great Mall Pkwy					
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:	6	119	141	245	176	154	237	1484	32	79	459	190
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:	6	119	141	245	176	154	237	1484	32	79	459	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	-5	-1	0	-4	0	0	0	0	0	0	0
Initial Fut:	6	114	140	245	172	154	237	1484	32	79	459	190
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:	6	114	140	245	172	154	237	1484	32	79	459	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	114	140	245	172	154	237	1484	32	79	459	190
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:	6	114	140	245	172	154	237	1484	32	79	459	190
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	2.00	1.00	1.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5482	118	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.08	0.14	0.05	0.09	0.14	0.27	0.27	0.05	0.08	0.11
Crit Moves:		****		****				****		****		
Green Time:	19.0	10.0	21.7	36.2	27.2	72.6	45.4	70.1	70.1	11.7	36.4	36.4
Volume/Cap:	0.03	0.42	0.52	0.54	0.23	0.17	0.42	0.54	0.54	0.54	0.31	0.42
Delay/Veh:	52.5	63.3	56.1	46.0	47.8	17.9	37.5	24.2	24.2	65.6	41.8	43.6
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:	52.5	63.3	56.1	46.0	47.8	17.9	37.5	24.2	24.2	65.6	41.8	43.6
LOS by Move:	D	E	E	D	D	B	D	C	C	E	D	D
HCM2k95thQ:	1	6	12	19	6	7	16	26	26	8	10	14

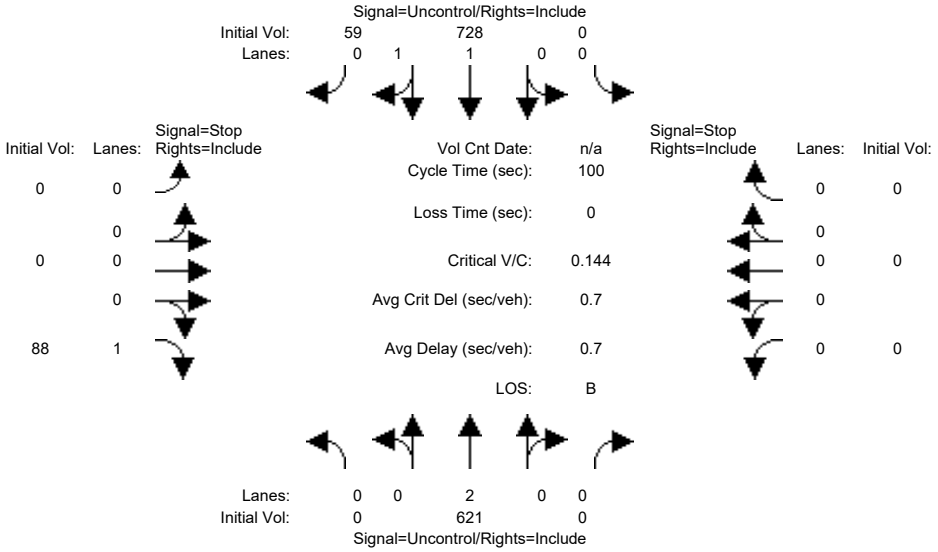
Note: Queue reported is the number of cars per lane.

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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #7: S. Main Street & Site Driveway 2



Street Name:	S. Main Street						Site Driveway 2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	621	0	0	728	59	0	0	88	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:	0	621	0	0	728	59	0	0	88	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:	0	621	0	0	728	59	0	0	88	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:	0	621	0	0	728	59	0	0	88	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	621	0	0	728	59	0	0	88	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	394	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	611	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	611	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.9	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.9			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #7 S. Main Street & Site Driveway 2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 2	0	0	0 0 1	1	0	0 0 0	0	1	0 0 0	0	0
Initial Vol:	0 621		0	0 728		59	0	0	88	0	0	0
ApproachDel:	xxxxxx			xxxxxx			11.9			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=88]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1496]
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 #7 S. Main Street & Site Driveway 2

****

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 0 2	0	0	0 0 1	1	0	0 0 0	0	1	0 0 0	0	0
Initial Vol:	0 621		0	0 728		59	0	0	88	0	0	0

Major Street Volume: 1408
Minor Approach Volume: 88
Minor Approach Volume Threshold: 167

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

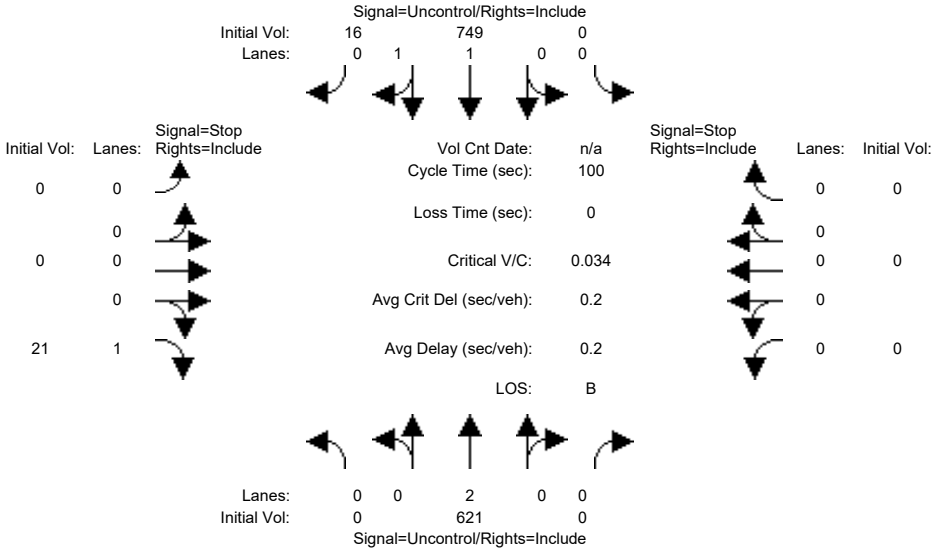
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1601 S. Main St. Multi-Family Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + Project PM

Intersection #7: S. Main Street & Site Driveway 2



Street Name:	S. Main Street						Site Driveway 2					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	621	0	0	728	59	0	0	88	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:	0	621	0	0	728	59	0	0	88	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	21	-43	0	0	-67	0	0	0
Initial Fut:	0	621	0	0	749	16	0	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:	0	621	0	0	749	16	0	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	621	0	0	749	16	0	0	21	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	383	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	621	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	621	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.0	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.0			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #7 S. Main Street & Site Driveway 2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

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 0 2	0	0	0 0 1	1	0	0 0 0	0	1	0 0 0	0	0
Initial Vol:	0 621		0	0 749		16	0	0	21	0	0	0
ApproachDel:	xxxxxx			xxxxxx			11.0			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=21]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1407]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 S. Main Street & Site Driveway 2

****

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 0 2	0	0	0 0 1	1	0	0 0 0	0	1	0 0 0	0	0
Initial Vol:	0 621		0	0 749		16	0	0	21	0	0	0

Major Street Volume: 1386
Minor Approach Volume: 21
Minor Approach Volume Threshold: 172

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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September 11, 2025

South Main Street, Public Meeting

Background:

Pulte mailed out 1,071 copies of the postcard below to the addresses provided by First American Title as noted in the attached tracking report.

Back:

(Virtual) Community Outreach Meeting

1601-1765 South Main Street, Milpitas

Pulte Group is conducting a public outreach meeting to share development plans for a proposed 272-unit Townhome/Condominium project, consisting of 170 (4 story stacked condominiums) and 102 (3 story townhomes) located at 1601-1765 S. Main St. City staff will be in attendance to accept feedback.

Meeting Date: July 15th, 2025

Meeting Time: 6:00pm

Via ZOOM – Meeting ID: 889 3265 5022; Passcode: 878447

Link: https://us06web.zoom.us/j/88932655022?pwd=gafEqm1CNtkbUAtUlc4ELPTd5JFeZX.1

Call-in #: 1 (669) 900-6833

Project Contact: Jim Sullivan, Consultant – Sullivan Land Development
jsullivansld@yahoo.com – (408) 899-0308

City Contact: Kristina Phung – Senior Planner, City of Milpitas – Planning Department
kphung@milpitas.gov, (408) 586-3278

Front:

You are invited to attend a
COMMUNITY OUTREACH MEETING
being held on July 15th, 2025 at 6:00pm **via ZOOM with a Meeting ID of** 889 3265 5022 **Passcode:** 878447
Call-in #: +1 (669) 900-6833

PRSRT STD
U.S. POSTAGE
PAID
CONCORD, CA
PERMIT NO. 47

Property location: 1601-1765 South Main Street, Milpitas



Prepared by Erika Salum, VP of Land Acquisition, Pulte Group

Pulte Homes conducted a remote video conference meeting on July 15, 2025, at 6pm. The purpose of the meeting was to discuss the preliminary application of the proposed residential development located at 1601-1765 S. Main Street, Milpitas, CA.

Summary of the meeting:

Jim Sullivan, a Pulte representative, introduced the project to the public discussing the proposed site plan, home types and schedule. He then invited participants to ask questions.

A resident asked about improvements to access this site from Main Street. Presenter responded that there will be two egress points on Main Street.

A Pines resident asked what will happen to the existing concrete wall, trees and PG&E easement along the western edge. Presenter responded that Pulte intends to leave the wall as is and any trees that can be saved will be saved. The removed trees will be replaced.

There is concern about the amount of parking. Pulte is planning for more parking than is required. There was also a question about how much park space is being proposed. Presenter discussed the 3 proposed parks as shown on the site plan.

Bhupendra Kumar, the president for HOA of Starlight Points, shared concerns about parking and any connection to the adjacent neighborhood. Presenter confirmed that Pulte does not intent to provide any connection to the adjacent neighborhood.

Guy Haas, another community member, expressed concerns about possible pedestrian connection.

Helen, a Pinewood Court resident, expressed privacy concerns due to the proximity of the proposed homes to the existing neighborhood. Presenter indicated that Pulte will work with the project architect to try to enhance privacy.

Satish Bansal, a Pinewood Court resident, expressed concerns about loss of privacy, increased traffic and insufficient park space. Presenter mentioned that the project that Pulte is proposing is at the lower end of the allowable density. Additionally, the proposed residential use will likely decrease the amount of daily traffic from the existing 161,000 square feet of commercial use

Ankur, also a Pines resident, shared concerns about traffic and school capacity. He wanted to understand how is the city going to address this concern.

Banu, also a Pines resident, mentioned that he believed the concrete wall belongs to the Pines HOA.

Prepared by Erika Salum, VP of Land Acquisition, Pulte Group

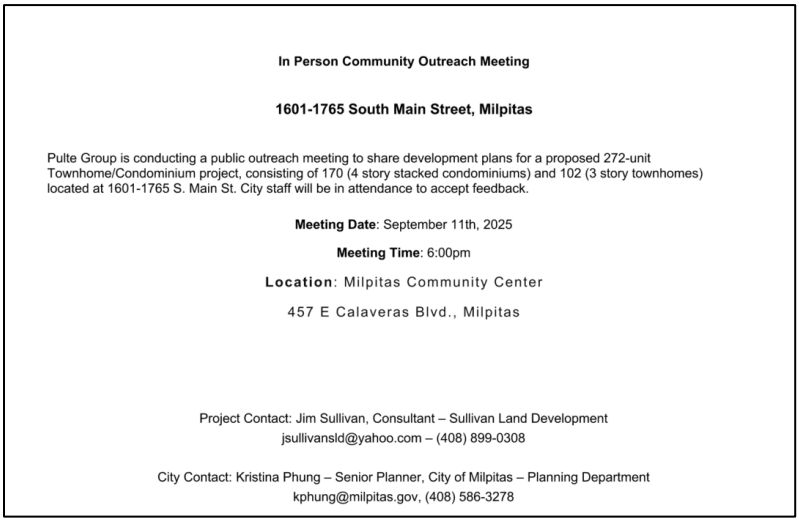
January 6th, 2026

South Main Street, Public Meeting Held September 11th, 2025

Background:

Pulte mailed out 1,571 copies of the postcard below to the addresses provided by First American Title as noted in the attached tracking report.

Back:



In Person Community Outreach Meeting

1601-1765 South Main Street, Milpitas

Pulte Group is conducting a public outreach meeting to share development plans for a proposed 272-unit Townhome/Condominium project, consisting of 170 (4 story stacked condominiums) and 102 (3 story townhomes) located at 1601-1765 S. Main St. City staff will be in attendance to accept feedback.

Meeting Date: September 11th, 2025

Meeting Time: 6:00pm

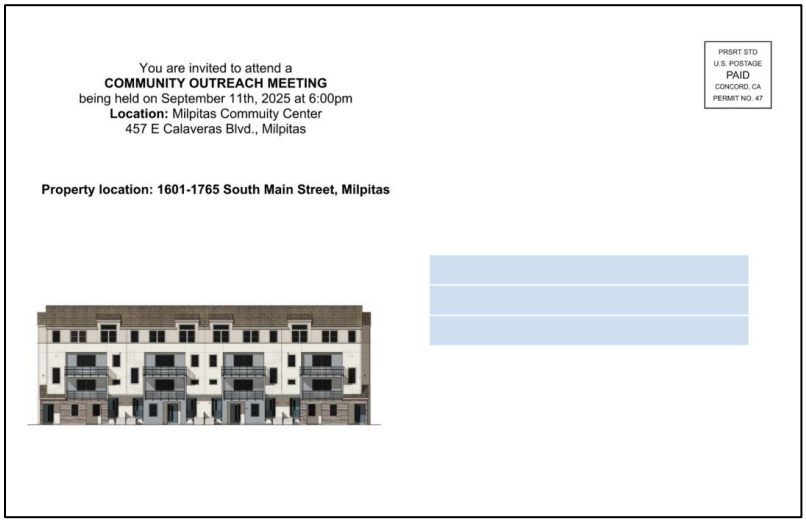
Location: Milpitas Community Center

457 E Calaveras Blvd., Milpitas

Project Contact: Jim Sullivan, Consultant – Sullivan Land Development
jsullivansld@yahoo.com – (408) 899-0308

City Contact: Kristina Phung – Senior Planner, City of Milpitas – Planning Department
kphung@milpitas.gov, (408) 586-3278

Front:



You are invited to attend a
COMMUNITY OUTREACH MEETING
being held on September 11th, 2025 at 6:00pm
Location: Milpitas Commuity Center
457 E Calaveras Blvd., Milpitas

PRSRT STD
U.S. POSTAGE
PAID
CONCORD, CA
PERMIT NO. 47

Property location: 1601-1765 South Main Street, Milpitas

Prepared by Erika Salum, VP of Land Acquisition, Pulte Group

Pulte Homes conducted an in-person meeting at the Milpitas Community Center on September 11th, 2025, at 6pm. The purpose of the meeting was to discuss the preliminary application of the proposed residential development located at 1601-1765 S. Main Street, Milpitas, CA. This was the second meeting held, the first being a virtual meeting on July 15th, 2025.

Summary of the meeting:

Jim Sullivan, a Pulte representative, was the primary presenter of the meeting, using the same PowerPoint presentation that was used in the July 15th meeting. Similar to the first meeting, Jim introduced the project to the public discussing the proposed site plan, home types and schedule. He then invited participants to ask questions. The following questions/comments were noted from the public:

- Satish asked why the City was not running the meeting. It was explained that it was Pulte's meeting and not the City's.
- Wilford asked why the City staff members were holding back in responses. It was again explained that this was Pulte's meeting to host.
- Richard, the owner of a printing company leasing a space in the existing business park, asked about project timeline details for when the tenants would need to relocate. Pulte shared the approximate timeline of breaking ground in early 2027.
- Stacy inquired about what kind of traffic study and results had been prepared. It was answered that an initial study was completed and a more in-depth LTA was in progress with LSA, the City's consultant.
- Maribel noted that existing traffic issue is that drivers do not respect traffic signals during school drop off/pickup hours.
- Debbie asked how soon the proposed trees in the new development could be planted and noted that they are on a VTA advisory board and asked that the project coordinate with VTA for a new Center. Pulte explained that trees can't be planted until the project breaks ground and finishes demolition, at minimum.
- Helen asked if someone could confirm when public notices were sent for the Housing Element Update. Pulte responded that this would be a question for staff.
- Jackie, another tenant in the existing office park, who runs a martial arts center, asked about help relocating their business. Pulte explained that they have little control over this, but that the property owner may have connections with brokers who could assist in finding new spaces to lease.

Prepared by Erika Salum, VP of Land Acquisition, Pulte Group

- Guy noted that labeling and noticing needed to be better. Pulte responded that the title company gathered a list of all owners within the determined radius and notices seemed to have been received given the attendance of the meeting.
- There were multiple concerns raised on losing commercial space. Pulte explained that there is low demand for the type of commercial space at the property currently.
- Wilford asked how a 20' setback along the property line wall with the Pines HOA would be guaranteed. The setback was shown on the screen.
- Charles expressed concern that 84 guest parking spaces would not be enough. It was shared that per density bonus guidelines that this exceeds what many projects provide.
- Bob asked if Oak tree roots growing underneath the wall would be impacted by construction and who would be liable if the trees were harmed. Pulte answered that there will be a tree protection plan as part of construction drawings.
- Someone requested that female trees be planted to avoid pollen in the air and asked that frosted glass be used on windows facing the existing single-family homes. Pulte noted that this would be considered during construction level drawings with their landscape architect.
- Charles noted concern about pedestrian connectivity between the development and the Pines HOA. Pulte explained that this is not currently proposed.
- Satish expressed concern about noise and dust during construction. Pulte explained that these concerns are associated with standard project conditions of approval regulating these concerns and that Pulte would have onsite managers monitoring these concerns.
- Others expressed concern about utility shutdowns associated with construction. Pulte explained that these are limited in frequency and unavoidable, but that construction activity will be respectful of neighbors.

The meeting concluded at approximately 7:30PM

Prepared by Erika Salum, VP of Land Acquisition, Pulte Group

Bob Armstrong mentioned that he did not receive any notice at all. The presenter offered to have a follow meeting in person to ensure the residents may speak.

Wilfred Kong also mentioned concerns about privacy due to the proposed 3 story homes.

Helen re-emphasized privacy concerns and asked if the homes could be reduced to 1 story and the concrete wall raised. The presenter expressed that the site plan, which has been submitted to the city, is a site plan that works as it relates to achieving the number of units required per the City's plan and proposing 1 story homes is not financially feasible. He also offered to continue the discussion with the residents to alleviate the privacy concerns.

Helen also added that not everyone was notified and that residents also need services and businesses.

Bob Armstrong asked that Pulte commit to maintaining the existing trees and to adding trees. He also asked if the park could be open to the public. Presenter explained that the parks will be privately owned and maintained.

Bhupendra Kumar asked if the City of Milpitas would be committed to preserving the trees. He also requested an in-person meeting.

Khristina Phung, the City Planner, mentioned that the purpose of this meeting is to have an early community meeting and the process still has a long way to go in terms of design and review. And noted that it's very difficult for the City, and every other city struggling with the housing crisis, and that over time, local city's rights have been taken away by the state because of this crisis. She suggested that residents review the City's Housing Element where it shows the capacity to build 6,700 residential units within this time frame.

And with respect to schools, she said that there's still environmental review going on. Based on square footage, there is a requirement to collect at building permit an impact fee for the school district. The school district also has its own five-year long-term plan.

Helen asked if Pulte could add bylaws to require the HOA to keep a certain amount of tree coverage. She was concerned that Pulte would not build what was approved by the City. The Presenter emphasized that Pulte doesn't have the ability to change the plan without going back to the city for approval.

Meeting concluded at the prescribed time.

CITY OF MILPITAS
Planning Commission

MEETING MINUTES

7:00pm
JUNE 10, 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 7:00pm.

PLEDGE OF ALLEGIANCE

Commissioner Galang led the pledge of allegiance.

ROLL CALL

Recording Secretary Medina called the roll.

PRESENT: Chair Gupta, Vice Chair Kong, Galang, Awasthi *(*arrived at 7:10pm)*, and Caulkins.

ABSENT: Castillo

STAFF: Jay Lee, Christopher Creech, Lillian VanHua, Kristina Phung, 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 27, 2026, with Item IX-3, Pulte Residential Townhomes – 1601–1765 S. Main St., continued to a date certain of June 24, 2026.

Motion/Second Kong/Brown
Motion carried by a vote of AYES: 5 NOES: 0

APPROVAL OF THE MEETING MINUTES

By motion, approve the meeting minutes for May 27, 2026.

Motion/Second Caulkins/Brown
Motion carried by a vote of AYES: 4 NOES: 0 ABSTAIN: 1 (Galang)

ANNOUNCEMENTS

Planning Director Lee announced that the next Planning Commission meeting is scheduled for June 24, 2026, at 7:00 p.m. in the Council Chambers. He also noted that the Commission will observe its regular July recess following that meeting.

PUBLIC FORUM

Chair Gupta invited members of the public to address the commission, and there were two speakers.

Wilfred Kong, a resident of the Pines neighborhood for over 24 years, expressed concerns regarding the proposed South Bay Tech Center redevelopment project. He stated that the project would remove existing mature trees and construct three-story residential units adjacent to existing homes, resulting in privacy impacts for nearby residents. Mr. Kong also expressed concerns regarding increased traffic and parking demands in the area and requested that the City help preserve the privacy and character of the neighborhood.

Helen Tuet, a resident of Pinewood Court, stated that she had submitted written comments regarding the South Bay Tech Center project, which was continued to the June 24, 2026 meeting. She encouraged the Planning Commissioners to visit the project site and surrounding neighborhood to better understand potential impacts on residents, businesses, and existing trees. Ms. Tuitt expressed concerns regarding the loss of privacy for adjacent homeowners, the displacement of businesses and services, and the removal of mature trees. She advocated for retaining business uses at the site or pursuing a mixed-use development approach and requested that the Commission carefully consider community impacts before making a decision.

No additional speakers came forward, and the Chair closed the Public Forum.

PUBLIC HEARING

IX-1 ZONING TEXT AMENDMENT FOR TOBACCO RETAIL BUFFERS – CITYWIDE (P-ZA26-0001): A City-initiated Zoning Ordinance Text Amendment to modify and add regulations to limit the concentration of tobacco retailers within the City and encourage responsible tobacco retailing. The proposed amendments would specifically prohibit new tobacco retailers from locating within a certain distance from existing tobacco retailers and youth-sensitive areas (schools), prohibit the sale of flavored tobacco products, and adopt other local regulatory standards. The Project is exempt from further environmental review pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15183 (Projects Consistent with General Plan). As a separate and independent basis, the Project is also exempt from further environmental review pursuant to CEQA Guidelines Section 15061(b)(3) (Common Sense Exemption). Project Manager: Lillian VanHua, Principal Planner

(34:46) Commissioners asked staff whether an analysis had been conducted to map existing tobacco retailers, schools, and applicable buffer areas to determine where future tobacco retailers could potentially locate under the proposed regulations. Staff explained that, based on the mapping completed to date, additional tobacco retailers could still be established in areas not affected by the proposed retailer-to-retailer and school buffer requirements. Staff noted that additional analysis could be completed prior to City Council consideration to better identify eligible locations.

Commissioners inquired about the rationale for the proposed 1,000-foot separation between tobacco retailers and the 500-foot buffer from schools. Staff stated that the proposed distances were based on public health best practices and standards adopted by other jurisdictions. Staff also noted that representatives from the County of Santa Clara were available to provide additional information regarding the research supporting the proposed regulations.

Commissioners discussed the proposed Minor Conditional Use Permit (MCUP) process and associated fees for tobacco retailers. Staff reported that the current MCUP fee is approximately $1,526.

Several Commissioners expressed concern regarding youth access to tobacco products and referenced recent enforcement actions involving local tobacco retailers. Questions were raised regarding the City's enforcement capabilities and whether proactive inspections or enforcement efforts could be implemented. Staff explained that code enforcement activities are largely complaint-driven due to limited staffing resources and that criminal violations fall under the jurisdiction of the Police Department and other enforcement agencies. Staff noted that proactive inspection programs would require additional staffing and resources.

Commissioners discussed the City's existing smoke-free ordinance and suggested increasing public awareness through additional signage at businesses and shopping centers. Staff noted that smoking is already prohibited within specified distances of entrances and exits to public businesses and in various public areas throughout the City. Staff further stated that signage requirements are already included in the City's

municipal code and that tobacco prevention signage had previously been distributed to local businesses through County programs.

Commissioners also discussed potential tobacco control measures adopted in other jurisdictions, including minimum pricing and minimum package size requirements for tobacco products. Staff explained that such regulations had been considered during ordinance development but were not included due to anticipated enforcement challenges. Staff noted that the Planning Commission could recommend that the City Council consider such measures.

A Commissioner asked how Milpitas compares to neighboring jurisdictions in terms of the number of tobacco retailers. Staff stated that while a per-capita analysis had not been completed, Milpitas is believed to have a relatively high number of tobacco retailers compared to other cities that have previously adopted tobacco retail regulations.

Chair Gupta opened the public hearing.

Brian Lam, representing the California Fuels and Convenience Alliance, expressed support for efforts to reduce youth tobacco use but raised concerns regarding potential impacts on existing convenience stores and gas stations. He stated that the proposed proximity requirements could negatively affect business owners seeking to sell or transfer ownership of their businesses. Mr. Lam requested that the Commission consider exempting gas stations and convenience stores from the proposed separation requirements.

No additional speakers came forward.

Chair Gupta closed the public hearing.

Following public comment, Commissioners discussed tobacco advertising regulations and expressed interest in obtaining additional information regarding the proposed ordinance, including enforcement mechanisms, the inclusion of private schools in the school buffer requirements, and the overall regulatory framework.

Staff explained that previous efforts to establish a tobacco retailer licensing program had been evaluated but were determined to be infeasible due to staffing and budget limitations. Staff indicated that grant funding was available for the current ordinance effort but that timelines existed for completing the project.

Commissioners discussed expanding the definition of schools subject to the buffer requirements. Staff clarified that the ordinance currently applies to schools serving kindergarten through twelfth grade and recommended expanding the buffer requirements to include both public and private schools as well as childcare centers.

Commissioners also discussed potential enforcement recommendations, including increased coordination with the Police Department and consideration of licensing-based enforcement programs. Staff explained that such programs would require additional resources and had previously been considered by the City Council.

The Commission generally expressed support for strengthening protections for youth while ensuring that staff return with clarifying language regarding school definitions and related buffer requirements prior to City Council consideration.

Recommendation: Staff recommends that the Planning Commission conduct a public hearing and adopt resolution No. 26-004, recommending that the City Council approve Zoning Text Amendment No. ZA26-0001, amending the Milpitas Municipal Code Title XIII, Chapters B.6, B.8, C.10, and E.4 relating to the regulation of tobacco retailers within the City. * *The Commission requested staff to provide additional clarification regarding school definitions and associated buffer requirements for City Council consideration.*

Motion/Second Caulkins/Galang
Motion carried by a vote of AYES: 6 NOES: 0

(1:39:22) **IX-2 NEW BUSINESS PARK RESEARCH AND DEVELOPMENT BUILDINGS - 710-790 SYCAMORE DRIVE, 1511 BUCKEYE DRIVE, AND 1610-1630 MCCARTHY BLVD – P-SD25-0007, P-EA26-0002, AND MASTER SIGN PROGRAM -- SD25-0009:** A request for a Site Development Permit, Environmental Assessment, and Sign Program to allow redevelopment of an approximately 16.79-acre site located at 710–790 Sycamore Drive, 1511 Buckeye Drive, and 1610–1630 McCarthy Boulevard within the Business Park Research and Development (BPRD) Zoning District. The project proposes construction of three new two-story speculative industrial buildings with ancillary office space, totaling approximately 330,718-square feet, including 293,218-square feet of industrial warehouse space and 37,500-square feet of office space, consistent with the BPRD land use designation. The maximum building height would be approximately 40-feet to the top of parapet. Site improvements include new internal roadways, landscaping, off-site public improvements, and seven driveway access points. The project would provide a surface parking lot with 432 vehicle parking spaces, six drive-in doors, and 39 loading dock doors. The Sign Program includes installation of 22 signs, consisting of five primary building identification signs, two monument signs, seven wayfinding totem signs, three building address signs, and five tenant identification signs.

(2:04:34) Project Planner Sean Manalo and applicant team addressed commissioners' clarifying questions.

Commissioners questioned the applicant regarding projected economic benefits associated with the proposed development, including job creation, annual economic activity, and construction-related impacts. Concerns were raised regarding the range of uses permitted within the proposed facilities and whether the project would ultimately be occupied by advanced manufacturing tenants, as anticipated, or by other permitted industrial uses such as warehousing, logistics, or research and development operations.

The applicant stated that the project was specifically designed to attract advanced manufacturing users and that market demand for modern industrial facilities in Silicon Valley strongly supports that expectation. While no specific tenant commitments have been secured, the applicant indicated that the building design, infrastructure investments, and anticipated rental rates are intended to attract advanced manufacturing businesses rather than traditional warehouse operators.

Commissioners requested information regarding the potential fiscal benefits to the City. Staff referenced estimates provided by the Economic Development Department indicating that the project could support more than 1,000 middle-income jobs, generate approximately $100 million in annual economic activity, and create an estimated $62 million in one-time construction-related economic impact. Staff noted that a detailed analysis of recurring City revenues, such as property and sales tax generation, had not been prepared as part of the Site Development Permit review.

Staff reminded the Commission that the application under consideration was a Site Development Permit focused on the proposed building improvements and site design. Future tenant occupancy would be reviewed for consistency with the zoning regulations and permitted uses within the Business Park Research and Development (BPRD) zoning district.

Commissioners also inquired about anticipated tenant occupancy, project marketing, and leasing efforts. The applicant stated that the buildings are designed to accommodate multiple tenants and that marketing activities would begin following project approvals and during construction.

Several Commissioners expressed support for the project, noting its potential to strengthen Milpitas' advanced manufacturing sector, generate employment opportunities,

and contribute to the City's economic development goals. Comparisons were made to the growth of advanced manufacturing in neighboring communities, particularly Fremont.

Questions were raised regarding sustainability features and energy demands associated with the project. The applicant confirmed that solar installations are required and will be incorporated into the development.

Commissioners also discussed potential construction impacts, particularly traffic congestion during demolition and construction activities. The applicant stated that construction operations would be managed in accordance with City requirements and permit conditions, with efforts made to minimize impacts on surrounding roadways and adjacent properties. Commissioners encouraged coordination with City staff to avoid scheduling heavy truck traffic during peak commute periods.

Additional discussion addressed building tenant improvements, parking, electric vehicle infrastructure, and demolition procedures. The applicant explained that tenant spaces would be delivered as shell buildings with completed office components, allowing future tenants to customize manufacturing and operational areas to meet their specific needs. Staff confirmed that the project includes 432 parking spaces, including 91 electric vehicle-capable spaces distributed throughout the site.

Commissioners also asked whether the facility could accommodate a future data center use. Staff noted that data centers are a permitted use within the zoning district; however, the applicant stated that the project was not designed to support the electrical demands typically associated with modern data center operations

Chair Gupta opened the public hearing.

Albert Alcorn, Vice President of the Milpitas Chamber of Commerce, expressed the Chamber's strong support for the project, citing the need for modern industrial space, job creation, and economic growth opportunities within the community.

Allison Soper spoke in support of the project, stating that redevelopment of the long-vacant site would return productive use to the property, create quality employment opportunities, and strengthen the local economy.

Leticia Samame also expressed support for the proposal, emphasizing the importance of expanding local employment opportunities and reducing commute times for Milpitas residents through the creation of advanced manufacturing jobs.

No additional speakers came forward.

Chair Gupta closed the public hearing.

Recommendation: Staff recommends that the Planning Commission open and close the public hearing, consider the exemption from further environmental review pursuant to CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning). and adopt Resolution 26-012, approving Site Development Permit No. SD25-0007, Environmental Assessment No. 26-0002, and Master Sign Program Permit No. 25-0009 subject to the findings and Conditions of Approval.

Motion/Second Awasthi/Brown
Motion carried by a vote of AYES: 6 NOES: 0

NEW BUSINESS

Commissioner Caulkins requested an update regarding the use of City-issued email accounts for Planning Commissioners. Recording Secretary Medina reported that, after consultation with the Information Technology Director, City-issued email accounts will continue to be used solely for calendaring purposes. Staff explained that providing and maintaining individual email accounts involves licensing costs, account administration, and ongoing monitoring by Information Technology staff. Given the limited term lengths

of Planning Commissioners and associated resource requirements, Commissioners will continue to use personal email accounts for correspondence.

ADJOURNMENT Chair Gupta adjourned the meeting at 9:25 pm

Meeting Minutes submitted by
Planning Commission Secretary Elizabeth Medina

DRAFT