



MILPITAS PLANNING COMMISSION AGENDA REPORT

PUBLIC HEARING.

Meeting Date: January 14, 2009

APPLICATION: **SITE DEVELOPMENT PERMIT NO. SD08-0004 AND
CONDITIONAL USE PERMIT NO. UP08-0023, MILPITAS CHILD
CARE CENTER**

APPLICATION SUMMARY: A request to demolish an existing 1,490 square foot veterinary office and 1,210 square foot care taker's residence, existing site improvements, and the removal of seven non-protected trees to accommodate the construction and operations of a new 5,002 square child care center and related site improvement.

LOCATION: 1312 S. Main Street (086-23-006)
APPLICANT: Sal Caruso, SCDC Architecture Interior Design, 980 El Camino Real #200, Santa Clara, CA 95050

OWNER: Myron Nels Jorgensen, Jr. and Helen Claudine Tilden Jorgensen, trustees of the Jorgensen Living Trust, 15281 Skyview Drive, San Jose, CA 95132.

RECOMMENDATION: **Staff recommends that the Planning Commission:**
1. Close the public hearing; and
2. Adopt Resolution No. 09-002 approving the project subject to conditions of approval.

PROJECT DATA:
General Plan/
Zoning Designation: Multi-Family Residential, Very High Density (VHD)/ Multi-Family Residential, Very High Density (R4).

Overlay District: Transit Oriented Development Overlay and Site and Architectural Overlay (TOD-S)

Specific Plan: Transit Area Specific Plan

Site Area: 0.37 acres (16,436 square feet)
Building Square Footage: 5,002 square feet
Playground Area: 3,928 square feet
FAR: 30.34%
Parking Spaces: 15

CEQA Determination: Categorically Exempt Pursuant to Section 15168(c)(2) of the CEQA Guidelines

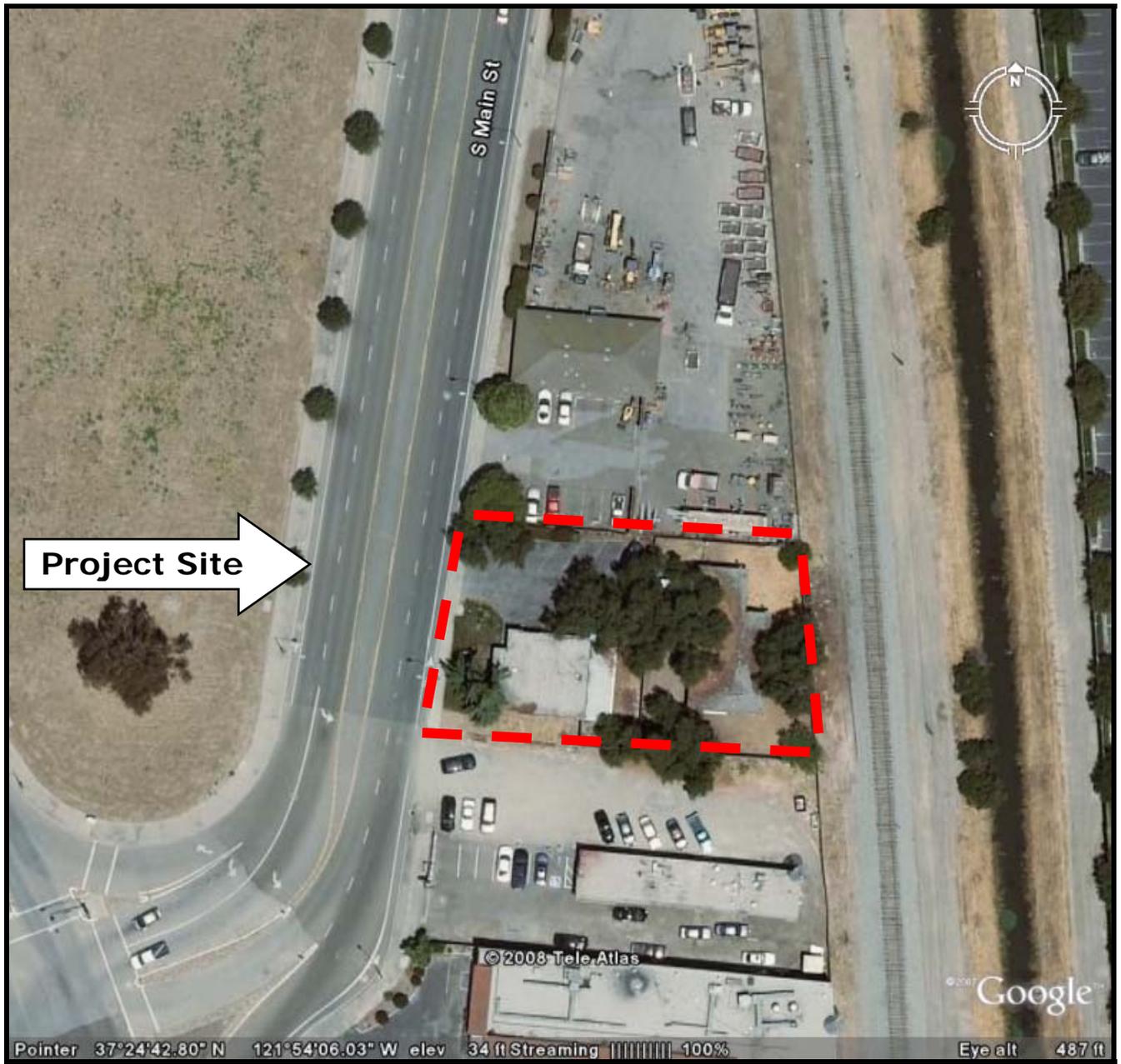
PLANNER: Cindy Hom, Assistant Planner

PJ: 2537

ATTACHMENTS:

- A. Resolution/Conditions of Approval
- B. Project Plans
- C. Noise and Vibration Assessment
- D. Phase I Site Assessment
- E. Focused Traffic Study
- F. Environmental Check List

LOCATION MAP



No scale

BACKGROUND

On March 28, 1962, the Planning Commission granted Site Development approval for the construction of a Veterinarian Clinic and caretaker’s residence.

On July 7, 2008, Sal Caruso of Salvatore Caruso Design Corporation submitted a Site Development Permit and Conditional Use Permit application to demolish an existing 1,490 square foot veterinary, office, a 1,210 square foot care taker’s residence, existing site improvements, and the removal of seven non-protected trees to accommodate the construction and operations of a new 5,002 square child care center with outdoor playground and installation of related site improvement. The application is submitted pursuant to Milpitas Municipal Code (MMC) XI-10-4.02, XI-10-57.03, and XI-10-57.04 for Planning Commission review and approval.

PROJECT DESCRIPTION

The project is located on a 0.37-acre site that is bounded by Southern Pacific Railroad to the east, an equipment/tool rental company to the north, S. Main Street and High Density Residential buildings to the west, and commercial buildings the south. The site currently consists of a veterinary clinic and caretaker’s residence and existing site improvements that include 10 non-protected trees that are between twelve (12) to thirty-six (36) inches in diameter. The site is relatively flat and is located on the valley floor. A vicinity map of the subject site location is included on the previous page.

The project site is located within the Transit Specific Plan area. The surrounding properties are zoned and designated for Very High Density Multi-Family Residential development (R4), High Density Multi-Family Residential (R3) and High Density Mixed Uses (MXD2). Based on the Milpitas Zoning Map, properties located on west, north, and south of the project site are zoned for Very High Density Multi-Family Residential development. The properties located to the east of the site are zoned and designated as High Density Mixed Use and High Density Residential. A caption of the zoning map is provided in Figure 1 below that depicts the surrounding zoning:

**Figure 1:
Zoning Exhibit**



Site Development

The project proposes a new one-story, 5,002 square foot child care center that accommodates approximately 96 children and an outdoor playground on a 0.37-acre site. The project proposes an “L” shaped building that is located at the center of the parcel with the parking lot area located in the front and the outdoor play yard located at the rear of the building. A new 156 square foot trash enclosure is located at the southwest corner of the parcel. Various Landscaping is proposed along the edges of the property.

Site Access

Regional access to site is provided via Abel Street, Main Street, and Great Mall Parkway. Direct access to the project site is provided by full access driveway on Main Street. The project driveway is a 27-foot wide “dustpan” style driveway that includes one inbound lane and one outbound lane.

Site Circulation

The proposed site layout consists of 90-degree parking in a single 25-foot drive aisle which dead ends at the concrete walkway. The proposed dead-end aisle would require drivers to back out or conduct a three-point turn. Since the child care center has a low traffic volume on-site and allows space (approximately 20-foot gap) to complete a three-point turn near the project entrance, the site circulation is adequate for standard vehicles as well as small buses, fire trucks, garbage truck, and single unit trucks. Pedestrian facilities include public sidewalks on Main Street that are connected to on-site concrete walkways that are proposed along the front building frontage.

Site Improvements

Parking

The project proposes at-grade parking lot located at the front portion of the lot. The parking lot is comprised of asphalt concrete in the drive aisles and decorative pervious pavers in parking spaces. The Transit Area Design Guidelines recommends parking to be concealed by the building or located at the rear of the lot. The applicant developed many variations of the site plan to meet this design criterion. However, due to size of the lot, the type of use, and site circulation objectives, parking at the rear was not feasible because it would result in a loss of building square footage and required open play area. Since the project will include landscaping along the street frontage that will help screen the parking area, the project does meet the intent of the design guideline.

The parking lot provides a total of fifteen (15) on-site parking spaces. Based on the Milpitas Parking Ordinance, the proposed child care center requires a total of eighteen (18) parking spaces. The subject site is located within the Transit Oriented Development Overlay District which allows for a 20% parking reduction given the proximity to the VTA Light Rail. The 20% reduction equates to 3.5 parking spaces. The project complies with the parking requirements and is demonstrated in the in preceding table:

Table 1.
Parking Summary

Zoning Ordinance	Proposed
1 per 1.5 Employees	8 Employees $8/1.5 = 5.33$ parking spaces
1 per 6 children; up to 5 spaces and thereafter 1 per 10 children	96 children $30/5 = 6$ spaces $66/10 = 6.66$ spaces
Total	$5.33+6.66 = 18$ spaces
20% Reduction for TOD District	3.6 spaces
Total Parking Required	14 spaces
Total Parking Provided	15 spaces

Bicycle Facilities

The project as proposed does not include any bicycle parking. Per the R4 Zoning District Development Standards and Transit Area Design Guideline, bicycle facilities are required. The minimum requirement is 5% of the total required parking. Thus the project will need to provide a minimum of one bicycle parking space. Staff is recommending as a condition of approval, that the site plan be revised to include a bicycle parking facility.

Focus Traffic Analysis

Hexagon Transportation Consultants prepared a focus traffic analysis for this project. Based on the traffic analysis, the project would generate 74 AM peak-hour trips and 69 PM peak hour trips. The levels of service for project conditions at studied intersections would continue to operate at acceptable levels during the AM and PM peak hours. The traffic study also indicated that project will not experience any average delays because of the low traffic volume on Main Street. There would be ample gaps to accommodate left turns in and out of the site. There is also adequate storage space for the outbound lane (approximately 20-feet of storage for vehicle queuing).

The Traffic Analysis also considered proposed changes to Main Street that are proposed as part of the Main Street Streetscape Plan Line Study. The proposed changes include the following:

- Lane reduction on Main Street between Great Mall and Abel Street from four to three lanes with median islands that will eventual convert the project driveway to a right in and right out.
- Reconfiguration of Abel Street/Main Street intersection east leg from two left turns and one right turn to one left turn and one right turn.
- Street parking added on Main Street between Abel Street and Great Mall Parkway.
- Bicycle lanes added on Main Street Abel Street and Great Mall Parkway.

As a condition of approval, the applicant shall install a stop sign with a “Right turn only” sign to match the future street modifications.

Landscaping

The project proposes to removal seven non-protected trees and preserve in place three (3) existing trees. To ensure the preserved trees are not damage during demolition and construction activities, staff recommends as a condition of approval, that the applicant submit a tree protection plan prepared by a

certified arborist prior to building permit issuance. The project also proposes to add five (5) new 15-gallon Crape Myrtle trees, new groundcover and shrubbery consisting of Jasmine and Indian Hawthorne plants on-site and installation of three new Frontier Elms street trees along Main Street. The outdoor playground area proposes low concrete seat, play equipment structure and a pervious surface.

To create a more dynamic activity area for the outdoor play yard, staff is recommending the following as conditions of approval: Prior to building permit issuance, the applicant shall submit a fully detailed landscape and irrigation plan that shall incorporate the following:

- a. Provide connectivity to and from the building with dedicated pathways and routes.
- b. Utilize various surfaces and non-toxic native plant material to help bring natural elements to the play yard that adds color, texture, and displays seasonal changes.
- c. Provide shaded gathering spaces with shade structures or additional trees.

Staff is also recommending additional enhancements to street frontage landscaping and to comply with the Transit Area Design Guidelines. Staff recommends the following condition: The landscape plans shall include the following:

- a. Street frontage landscaping shall utilize tiered landscaping with taller shrubs in the back that adequately screen the above ground utilities, parking areas, and “ground” the building and increasingly shorter shrubs towards the front of the planter.
- b. Include a two-foot landscaping strip between the interior-parking aisle and building. The concrete walkway shall maintain a minimum width of four-feet. Landscaping consisting of parking lot trees and groundcover shall be contained by a six-inch curb as per Transit Area design standards.
- c. All new on-site trees shall consist of twenty-four (24) inch box trees.
- d. All Landscaping shall be installed prior to Building Permit Final
- e. Landscaping shall be maintained in perpetuity.

Building Architecture

The proposed building architecture consists of Spanish Colonial Revival style architecture that is characterized by a combination of detail from several eras of Spanish and Mexican architecture that includes the use of smooth plaster (stucco), low-pitched clay tile, shed, or flat roof lines, and terra cotta or cast concrete ornaments. Other characteristics typically include Roman or semi-circular arcades and fenestration, wood casement, and decorative iron trim.

The proposed building is a single story building that is approximately 24-feet in tall. The building consists of wood construction and smooth cement plaster walls. The building is articulated with decorative vertical and horizontal wooden trellises that are located over front elevation windows and doorways, metal ornaments, bronze wall lantern light fixture, decorative wall scoring, and 12x12 ceramic tiles that are installed along the base of the building. The roof system is designed with both a flat and gable roof style. The gable portion of the roof proposes a clay tile roofing material.

As proposed, the project complies with the Transit Area Design Guidelines in that the proposed building maintains a strong relationship to the street with its arched entryways oriented toward the street. The building mass is parallel with the adjacent street. The building facades are articulated with styles and materials that are consistent with Spanish Colonial Revival architecture. The proposed architecture includes varying roof heights and vertical planes to reduce the appearance of bulk and create architectural interest. The building façade also provides a well-defined base that consists of decorative ceramic tiles.

To comply with the Transit Area Design Guidelines for window fenestrations, staff recommends as a condition of approval that the applicant shall demonstrate the following on building permit plans:

- a. All windows and window frames to be set in the wall to provide a reveal.
- b. Windows should be vinyl clad, or high-quality vinyl.
- c. Window glazing should be clear or "Special E;" reflective or tinted glazing is prohibited.

Trash Enclosure

A new 156 square foot trash enclosure is proposed at the southwest corner of the parcel. The trash enclosure is aesthetically screened from public view by two concrete masonry walls with a plaster finish and seven-foot tall metal gate that gives the appearance of heavy Spanish doors and hardware.

Lighting

The project proposes three (3) new parking lot light poles that are located along the northern edge of the property. The installed height of the light standards is eight-feet tall and consist of a concrete base, metal pole, and square light fixture. The building will also include light sconces that are proposed on all four building elevations. The proposed light sconces consist of bronze wall lanterns that are in keeping with the Spanish style architecture.

Signage

New wall signs are conceptually shown on the plans. The locations of the wall signs are proposed at the front wall and over the side building entrance. Per Milpitas Municipal Code XI-10-30-3.01 (d), staff may approve new wall signs for new single tenant buildings. Staff recommends as a condition of approval, that the applicant shall provide details and elevations of proposed signage and demonstrate conformance with the Milpitas Sign Ordinance requirements and design guidelines prior to building permit issuance.

Child Care Center Operations

Pursuant to Milpitas Municipal Code XI-10-4.02, child care centers are conditionally permitted uses in the Multi-family, Very High Density Zoning Districts. The project proposes to operate a 5,002 square foot child care center that accommodates ninety-six (96) children. The child care center will be operated Monday through Friday between the hours of 6:30 AM to 6:30 PM. The proposed child care facility will have an administration area and four classrooms that range between 853 square feet to 935 square feet in size. As a condition of approval, the child care operator shall obtain licensing from Community Care Licensing.

Development Standards

Project compliance with the R4 Development Standards is summarized in the Table 2 below.

Table 2
Development Standards

	<i>R4 Zoning Ordinance</i>	<i>Proposed</i>
<u>Setbacks (Minimum)</u>		
Front to Primary Structure	8' min/15' max from back of walk	8'
Interior Side Yard	10'	10'
Street Side Yard	Same as Front	N/A
Rear	10'	14'-3 1/2''
<u>Building Height (Maximum)</u>	75'	24'

ADOPTED PLANS AND ORDINANCES CONSISTENCY

General Plan

The table below outlines the project's consistency with applicable General Plan Guiding Principles and Implementing Policies:

Table 3
General Plan Consistency

<i>Policy</i>	<i>Consistency Finding</i>
<i>2.a-1-24 Encourage the establishment of day care facilities consistent with state standard including the issuance of permits for large day care facilities where compatible with surrounding neighborhood and commercial uses particularly in public facilities such as community centers, churches, schools, and in employment centers and large housing developments.</i>	Consistent. The project proposes a child care facility that accommodates 96 children and is located with the Transit Specific Plan Area that envisions a population of 17,900 additional residents that will require services such as child care and pre-elementary education. Given the project is surrounded by high density residential uses and is within proximity to job centers east of I-880, the use is compatible and is neighborhood serving.
<i>2.a-1-3 Encourage economic pursuits, which will strengthen and promote development through stability and balance.</i>	Consistent. The project would create new business and jobs in Milpitas.

Zoning Ordinance

The project complies with the Milpitas Zoning Ordinance in that it is a conditionally permitted use in the R4 Zoning District. The site also conforms to the development standard in terms of setbacks, height, and parking as discussed above.

The project provides for an aesthetic and harmonious development that utilizes high quality materials and good architectural design that is harmonious with architectural character of surrounding developments. The height and massing of the proposed building is consistent with existing building located to the north and south while the colors, materials, and styles complement adjacent new residential buildings for the Matteson and Centria Residential developments.

The proposed use is will not be injurious and detrimental to property, improvements, public health, safety and general welfare because the project would not have a substantial adverse effect on vehicular (including bicycle) or pedestrian circulation or safety, on transit accessibility, or impact level of service of the adjacent street system. The site is suitable and adequate for the proposed use because of the high-density housing that is planned within the Transit and Midtown Plan areas and job centers that are located within the vicinity. The proposed use would not have a substantial adverse economic effect on nearby uses. Although the proposed facility is adjacent to another existing child care facility, there is an anticipated need in this city for quality child care and pre-elementary education services that this proposed facility would help fulfill.

Transit Area Specific Plan

The table below outlines the project’s consistency with applicable Transit Area Guiding Principles and Implementing Policies:

Table 4
Transit Area Specific Plan Consistency

<i>Policy</i>	<i>Consistency Finding</i>
<i>Land Use Goal: Site neighborhood-serving retail uses in each subdistrict of the Transit Area so residents and workers can easily walk to shops, restaurants, and services.</i>	Consistent. The project site is adjacent to existing high-density residential uses and proposed new high-density residential developments and therefore would be walkable and neighborhood serving.
<i>Policy 6.48: Encourage childcare services near the BART and light rail stations. Allow a private childcare center to be located at the neighborhood retail location (designated on the Plan Map, Figure 3-1) in lieu of a retail establishment.</i>	Consistent. The project proposes a 5,002 square child care center site is within proximity (approximately 773 feet) of the Great Mall VTA light rail station.

<i>Policy</i>	<i>Consistency Finding</i>
<i>Transit Area Design Guidelines</i>	Consistent. As stated earlier in the staff report, the project complies with design guidelines for site configuration and design, parking, building design, landscaping, and lighting.

Development Impact Fees

Since the project site is located on the outer periphery of the Transit Area and there are no scheduled Transit Area improvements within the project area, there was not a nexus to apply the Transit Area Development Impact Fee. However, the project would subject to the Montague Traffic Impact Fee and Midtown Impact fees. Staff recommends as a condition of approval that prior to building permit issuance, the developer shall contribute its “fair share” of traffic impact fee (based on a Midtown impact fee and Montague Expressway impact fee) in the amount of **\$26,553** based on the 1997 study, and to be adjusted by ENR at the time of payment.

Milpitas Child Care Master Plan

The table below outlines the project’s consistency with the goals and implementation policies of the Milpitas Child Care Master Plan that was April 2, 2002.

Table 5
Milpitas Child Care Master Plan Consistency

<i>Policy</i>	<i>Consistency Finding</i>
<i>Long Range Goal: Every child and family has access to affordable, safe, quality child care</i>	Consistent. The project proposal is a 5,002 square foot child care facility that accommodates 96 children that will serves surrounding high density residential development in the Midtown and Transit Plan Areas.
<i>Accessibility Policy 2.2-G-I: The City of Milpitas promotes the retention of existing facilities and the development of new child care facilities within the city limits.</i>	Consistent. The project proposes a new child care facility within the city limits.
<i>Accessibility Policy 2.2-I-3: The City of Milpitas encourages existing and new facilities to offer a variety of child care types in order to meet specific needs.</i>	Consistent. The proposed facility targets toddler and preschool age groups. Staff recommends as a condition of approval that the Child Care Coordinator shall actively work with the Child Care Operator to consider additional types of care that can serve unmet needs within the community.

ENVIRONMENTAL REVIEW

The Planning Division conducted an initial environmental assessment of the project in accordance with the California Environmental Quality Act (CEQA). The project is exempt from further environmental review pursuant to Section 15168(c)(2) of the CEQA Guidelines because staff determined that the project is consistent with the certified EIR for the Transit Area Specific Plan adopted on June 3, 2008 by the City Council.

As background, the Transit Area Plan envisions transit oriented residential and commercial development around excising light rail stations and the future BART station. The Transit Area Plan Program EIR evaluated impacts related to the development of 7,109 new residential units, a new population of about 17,915, approximately 993,843 square feet of office space, and 287,075 of retail space. The anticipated impacts for this project do not create any new effects on the environment and are within the scope of the environmental impacts that were analyzed in Chapter 3 of the Transit Plan Program EIR.

Due to the proposed demolition activities, the applicant provided a Phase I Site Assessment to determine any potential site contamination from historic uses of the site or from nearby business operations. Based on the report, there are no threat to the current environmental status of the site or subsurface soil and groundwater beneath it. However due to the age of the buildings there maybe asbestos containing materials and/or lead base paint that may become a hazard if disturbed during demolition. However, the impact shall be mitigated through conditions of approval that require the project to incorporate mitigation measures from the Transit Area Plan Program EIR.

The project site is also adjacent to an active rail line. The applicant submitted an Environmental Noise and Ground-Borne Vibration Assessment. Based on the report, the measured levels for ground-borne vibrations are within the guidelines established by the FTA for tracks infrequently used. The average environmental noise levels (DNL) at the site fall into the normally acceptable category for child care centers. However, there may be noise impacts related to construction activities. This impact shall be mitigated through conditions of approval that shall require the project to incorporate for the Transit Area Plan.

PUBLIC COMMENT/OUTREACH

Staff publicly noticed the application in accordance with City and State law. As of the time of writing this report, there have been no inquiries from the public.

CONCLUSION

The project proposal is consistent with the General Plan in that it provides child care facilities and promotes new business. The site and use is suitable to the area given the surrounding residential development and proximity to job centers located on the east side of I-880. The project is consistent with the goals and policies of the Transit Area Plan in that the proposed child care center is neighborhood serving and is walkable to and from homes, transit, and job centers. The project conforms to the Milpitas Zoning Ordinance in terms of land use, development standards, and is not injurious or detrimental to property, improvements, public health, safety, and general welfare. The project provides for an aesthetic and harmonious development that is consistent with the Transit Area Design Guidelines.

RECOMMENDATION

STAFF RECOMMENDS THAT the Planning Commission adopt Resolution No. 09-005 approving Site Development Permit No. SD08-0004 and Conditional Use Permit No. UP08-0023, Milpitas Child Care Center, subject to the attached Conditions of Approval.

Attachments:

Resolution/Conditions of Approval
Plans
Project Plans
Noise and Vibration Assessment
Phase I Site Assessment
Focused Traffic Study

RESOLUTION NO. 09-005

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MILPITAS, CALIFORNIA, APPROVING SITE DEVELOPMENT PERMIT NO. SD08-0004 AND CONDITIONAL USE PERMIT NO. UP08-0023, MILPITAS CHILD CARE CENTER, TO ALLOW FOR A NEW 5,002 SQUARE FOOT CHILD CARE CENTER WITH OUTDOOR PLAY AREA AND INSTALLATION OF RELATED SITE IMPROVEMENTS LOCATED AT 1312 S. MAIN STREET.

WHEREAS, an Environmental Impact Report (SCH # 2006032091) was prepared for the Transit Area Specific Plan area and certified and adopted by the City Council of the City of Milpitas as an adequate program environmental impact report (Program EIR); and

WHEREAS, on July 7, 2008, an application was submitted by Sal Caruso, SCDC Architecture Interior Design, 980 El Camino Real #200, Santa Clara, CA 95050 to allow for the demolition of an existing 1,490 square foot veterinary office, 1,210 square foot care taker's residence, and existing site improvements within the Transit Area to accommodate the construction and operations of a new 5,002 square child care center and installation of related site improvement. The property is located at 1312 S. Main Street (086-23-006), zoned Multi-Family, Very High Density with a Transit Oriented Development Overlay and Site and Architectural Overlay (R4-TOD-S); and

WHEREAS, the Planning Division completed an environmental assessment and Initial Study for the project in accordance with the California Environmental Quality Act (CEQA), which concluded that the project is within the scope of the Program EIR for the Transit Area Specific Plan; and

WHEREAS, on January 14, 2009, the Planning Commission held a duly noticed public hearing on the subject application, and considered evidence presented by City staff, the applicant, and other interested parties.

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

Section 1: The recitals set forth above are true and correct and incorporated herein by reference.

Section 2: The project is statutorily exempt from further environmental review and documentation pursuant to Section 15162(b) of the California Environmental Quality Act Guidelines because the conditions affecting the Transit Area have not materially changed since the certification and adoption of the Program EIR for the Transit Area Specific Plan on June 3, 2008. Furthermore, the project is statutorily exempt under 15168(c), since it lies within the scope of the projects covered by said Program EIR. The proposed construction of a new child care center and related site improvements would not create any new effects or necessitate any new mitigation measures that were not already considered or required by the Program EIR. Furthermore, insofar as the proposed project involves site specific operations under Section

15168(c)(4) of the CEQA Guidelines, the Planning Commission finds that City staff used an adequate written checklist or other similar device to document the evaluation of the site and finds, based upon the preparation of an Initial Study, the staff report, and other materials, that a determination of previous consideration and coverage under a Program EIR is appropriate.

Section 3: The project is consistent with General Plan Policies 2.a-I-24 and 2.a-1-3 in that it encourages the establishment of day care facilities and new business pursuits in Milpitas. The project would serve nearby residential neighborhoods and job centers.

Section 4: The project is consistent with the Transit Area Specific Plan in that it provides for a commercial service use that is walkable to and from residential uses, job centers, and the Great Mall Light Rail Stations; and

Section 5: The project is consistent with the Milpitas Child Care Master Plan by providing a new child care facility within the city limits that benefits the community with child care service and early education.

Section 6: The project complies with the Milpitas Zoning Ordinance in that it is a conditionally permitted use in the R4 Zoning District and conforms to the development standard in terms of setbacks, height, landscaping, and parking; and

Section 7: As conditioned, the architectural design, colors, building materials, screening, landscaping, and related improvements submitted with this project, are compatible with the surrounding neighborhood and are consistent with the Transit Area Design Guidelines; and

Section 8: The location, design, and operating characteristics of the proposed use, as conditioned, will be compatible with and will not adversely affect abutting properties and the surrounding neighborhood and provides for quality child care; and

Section 9: The project site, as conditioned, will have adequate pedestrian, bicycle, parking, vehicular circulation and will not have adverse environmental effects on adjacent developments in that the project will be conducive to an orderly, attractive, efficient, and harmonious development; and

Section 10: The Planning Commission of the City of Milpitas hereby approves Site Development Permit No.SD08-0004 and Conditional Use Permit No. UP08-0023, Milpitas Child Care Center, subject to the above Findings, and Conditions of Approval attached hereto as Exhibit 1.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Milpitas on January 14, 2009

Chair

TO WIT:

EXHIBIT 1

**CONDITIONS OF APPROVAL
SITE DEVELOPMENT PERMIT NO. SD08-0004 AND CONDITIONAL USE PERMIT
NO. UP08-0023, MILPITAS CHILD CARE CENTER**

Planning Division

1. **GENERAL:** The owner or designee shall develop the approved project in conformance with the approved plans and color and materials sample boards approved by the Planning Commission on January 14, 2008, in accordance with these Conditions of Approval.

Any deviation from the approved site plan, floor plans, elevations, materials, colors, landscape plan, or other approved submittal shall require that, prior to the issuance of building permits, the owner or designee 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, in accordance with the Zoning Ordinance.

2. **GENERAL** Site Development Permit No. SD08-0004 and Conditional Use Permit No. UP08-0023, shall become null and void if the project is not commenced within 18 months from the date of approval. Pursuant to Section 64.04-2 of the Zoning Ordinance of the City of Milpitas, since the project requires the issuance of a building permit, the project shall not be deemed to have commenced until the date of the building permit is issued and a foundation is completed.
3. **GENERAL:** Pursuant to Section 64.04-1, the owner or designee shall have the right to request an extension of Site Development Permit No. SD08-0004 and Conditional Use Permit No. UP08-0023 if said request is made, filed and approved by the Planning Commission prior to expiration dates set forth herein.
4. **LANDSCAPING:** Prior to building permit issuance, the applicant shall submit a fully detailed landscape and irrigation plan that shall incorporate the following:
 - a. Provide connectivity to and from the building with dedicated pathways and routes.
 - b. Utilize various surfaces and non-toxic native plant material to help bring natural elements to the play yard that adds color, texture, and displays seasonal changes.
 - c. Provide shaded gathering spaces with shade structures or additional trees.
 - d. Street frontage landscaping shall utilize tiered landscaping with taller shrubs in the back that adequately screen the above ground utilities, parking areas, and “ground” the building and increasingly shorter shrubs towards the front of the planter.
 - e. Include a two-foot landscaping strip between the interior-parking aisle and building. The concrete walkway shall maintain a minimum width of four-feet.

Landscaping consisting of parking lot trees and groundcover shall be contained by a six-inch curb as per Transit Area design standards.

- f. All new on-site trees shall consist of twenty-four (24) inch box trees.
 - g. All Landscaping shall be installed prior to Building Permit Final
 - h. Landscaping shall be maintained in perpetuity.
5. **WINDOWS:** The applicant shall demonstrate the following on building permit plans:
- a. All windows and window frames to be set in the wall to provide a reveal.
 - b. Windows should be vinyl clad, or high-quality vinyl.
 - c. Window glazing should be clear or “Special E;” reflective or tinted glazing is prohibited
6. **SIGNAGE:** The applicant shall provide details and elevations of proposed signage and demonstrate conformance with the Milpitas Sign Ordinance requirements and design guidelines prior to building permit issuance.
7. **BICYCLE PARKING:** Prior to building permit issuance, the applicant shall revise the site plan to include a bicycle parking facility.
8. **CHILD CARE LICENSING:** Prior to business license issuance, the child care operator shall obtain licensure from Community Care Licensing.
9. **COLOR PERMUTATIONS:** Prior to building permit issuance, all color permutations for all buildings shall be submitted to the Planning Division for review and approval. (P)

Environmental Mitigations Measures

10. The project shall comply with all mitigation measures as contained in the mitigation monitoring program for the Milpitas Child Care Center Project. (P)
11. **HAZ MM 3.4-1: Policy 5.21:** Project applicants shall submit information to the City regarding the presence of asbestos-containing building materials, PCBs, and lead-based paint in existing buildings proposed for demolition, additions, or alterations. The information shall be verified prior to the issuance of demolition permits by the City of Milpitas Building Inspection Division for any existing structures or buildings in the project area. If it is found that painted surfaces contain lead-based paint and/or the structures contain asbestos-containing building materials, measures to ensure the safe demolition of site structures shall be incorporated into the project Demolition Plan. The Demolition Plan shall address both onsite and offsite chemical and physical hazards. Prior to demolition, hazardous building materials associated with lead-based paint and asbestos-containing building materials shall be removed and appropriately disposed of in accordance with all applicable guidelines, laws, and ordinances. The demolition of buildings containing asbestos would require retaining contractors who are licensed to conduct asbestos abatement work and notifying the Bay Area Air Quality Management District (BAAQMD) ten days prior to initiating construction and demolition activities.

Regarding lead-based paint, Cal-OSHA regulates all worker exposure during construction activities associated with lead-based paint. The Cal-OSHA-specified method of compliance includes respiratory protection, protective clothing, housekeeping, hygiene facilities, medical surveillance, and training.

12. HAZ MM 3.4-1: Policy 5.22: At sites with known contamination issues, a Risk Management Plan (RMP) shall be prepared to protect the health and safety of construction workers and site users adjacent to construction activities. The RMP shall include engineering controls, monitoring, and security measures to prevent unauthorized entry to the construction site and to reduce hazards outside of the construction site. The RMP shall address the possibility of encountering subsurface hazards and include procedures to protect workers and the public. The RMP shall also include procedures for managing soils and groundwater removed from the site to ensure that any excavated soils and/or dewatered groundwater with contaminants are stored, managed, and disposed of in accordance with applicable regulations and permits. Protocols for the handling, transport, and disposal of both known and previously unidentified hazardous materials that may be encountered during project development shall be specified. If prescribed exposure levels are exceeded, personal protective equipment shall be required for workers in accordance with OSHA regulations. Finally, the RMP shall also include procedures for the use, storage, disposal, of hazardous materials used during construction activities to prevent the accidental release of these materials into the environment during construction.
13. AIR MM 3.6-3: Policy 5.16: During review of specific development proposals made to the City, sponsors of individual development projects under the Specific Plan shall implement the BAAQMD's approach to dust abatement. This calls for "basic" control measures that should be implemented at all construction sites, "enhanced" control measures that should be implemented in addition to the basic control measures at construction sites greater than four acres in area, and "optional" control measures that should be implemented on a case-by-case basis at construction sites that are large in area, located near sensitive receptors or which, for any other reason, may warrant additional emissions reductions (BAAQMD, 1999).
14. BIO MM 3.8-2: Policy 5.26: To mitigate impacts on non-listed special-status nesting raptors and other nesting birds, a qualified biologist will survey the site for nesting raptors and other nesting birds within 14 days prior to any ground disturbing activity or vegetation removal. Results of the surveys will be forwarded to the U.S. Fish and Wildlife Service (USFWS) and CDFG (as appropriate) and, on a case-by-case basis, avoidance procedures adopted. These can include construction buffer areas (several hundred feet in the case of raptors) or seasonal avoidance. However, if construction activities occur only during the non-breeding season between August 31 and February 1, no surveys will be required.
15. HYD MM 3.10-1 Policy 5.34: Require construction projects that disturb one or more acres to prepare a Stormwater Control Plan, as stipulated in Provision C.3 of the Santa Clara County National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharges. The City of Milpitas is included in the Santa Clara County

NPDES permit for stormwater discharges. The permit requires that redevelopment projects 10,000 square feet or more in size develop a Stormwater Control Plan, as stipulated in Provision C.3 of the permit. The Stormwater Control Plan requires the implementation of BMPs to control both stormwater peak flows and pollutant levels. BMPs for flow control can include a decrease in impervious area (as will occur in the Planning Area) or construction of flow detention ponds and/or mechanical filtration. The City of Milpitas provides the Stormwater C.3 Guidebook (2005) to developers for assistance in developing a Stormwater Control Plan. The State of California periodically amends the City's NPDES Permit; projects seeking approval will be required to meet all requirements in place at the time of project application.

16. HDY MM 3.13-2: Policy 5.31: Any future ground disturbing activities, including grading, in the Transit Area shall be monitored by a qualified archaeologist to ensure that the accidental discovery of significant archaeological materials and/or human remains is handled according to CEQA Guidelines § 15064.5 regarding discovery of archeological sites and burial sites, and Guidelines §15126.4(b) identifying mitigation measures for impacts on historic and cultural resources. (Reference CEQA §§ 21083.2, 21084.1.) In the event that buried cultural remains are encountered, construction will be temporarily halted until a mitigation plan can be developed. In the event that human remains are encountered, the developer shall halt work in the immediate area and contact the Santa Clara County coroner and the City of Milpitas. The coroner will then contact the Native American Heritage Commission (NAHC) which will in turn contact the appropriate Most Likely Descendent (MLD). The MLD will then have the opportunity to make a recommendation for the respectful treatment of the Native American remains and related burial goods.
17. CUL MM 3.13-3: Policy 5.32: All grading plans for development projects involving ground displacement shall include a requirement for monitoring by a qualified paleontologist to review underground materials recovered. In the event fossils are encountered, construction shall be temporarily halted. The City's Planning Department shall be notified immediately, a qualified paleontologist shall evaluate the fossils, and steps needed to photo-document or to recover the fossils shall be taken. If fossils are found during construction activities, grading in the vicinity shall be temporarily suspended

Engineering Division

18. GENERAL: The issuance of building permits to implement this land use development will be suspended if necessary to stay within (1) available water supplies, or (2) the safe or allocated capacity at the San Jose/Santa Clara Water Pollution Control Plant, and will remain suspended until water and sewage capacity are available. No vested right to the issuance of a Building Permit is acquired by the approval of this land development. The foregoing provisions are a material (demand/supply) condition to this approval.

19. GRADING AND DRAINAGE: At the time of grading building permit issuance, the developer shall submit a grading plan and a drainage study prepared by a registered Civil Engineer. The drainage study shall analyze the existing and ultimate conditions and facilities. The study shall be reviewed and approved by the City Engineer and the developer shall satisfy the conclusions and recommendations of the approved drainage study prior to final map approval of the first phase of development.
20. Prior to any Building permit issuance, the developer shall obtain design approval and bond for all necessary public improvements along South Main Street, including but not limited to removal and replacement of curb, gutter, and sidewalk, slurry seal half of the of the Main Street width, signage and striping, fire hydrant, storm drain, sewer and water services. Plans for all public improvements shall be prepared on Mylar (24"x36" sheets) with City Standard Title Block and submit a digital format of the Record Drawings (AutoCAD format is preferred) upon completion of improvements. The developer shall also execute a 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. All improvements must be in accordance with the Milpitas Transit Area Specific Plan, and all public improvements shall be constructed and accepted by the City prior to building occupancy permit issuance.
21. GENERAL: If the existing services (water, sewer and storm) are not adequately sized to serve the proposed development, plans showing new services must be submitted and approved prior to building permit issuance.
22. TRAFFIC: Prior to building permit issuance, the developer shall contribute its "fair share" of traffic impact fee (based on a Midtown impact fee and Montague Expressway impact fee) in the amount of **\$26,553** based on the 1997 study, and to be adjusted by ENR at the time of payment.
23. UTILITIES: The developer shall submit the following items with the building permit application and pay the related fees prior to final inspection (occupancy) by the Building Division:
- Storm water connection fee of **\$8129** based on .377 acres @ \$21,562 per acre. The water, sewer and treatment plant fee will be calculated at the time building plan check submittal.
 - Water Service Agreement(s) for water meter(s) and detector check(s).
 - Sewer Needs Questionnaire and/or Industrial Waste Questionnaire.
Contact the Land Development Section of the Engineering Division at (408) 586-3329 to obtain the form(s).
24. UTILITIES: Prior to building permit issuance, the developer must pay all applicable development fees, including but not limited to, connection fees (water, sewer and storm), treatment plant fee, plan check and inspection deposit, and 2.5% building permit automation fee.

25. SIGHT DISTANCE: The developer shall not obstruct the noted sight distance areas as indicated on the City standard drawing #405. Overall cumulative height of the grading, landscaping & signs as determined by sight distance shall not exceed 2 feet when measured from street elevation.
26. UTILITIES: Prior to any building permit issuance, the developer shall dedicate necessary easements for public street right of way, public service utilities, water, and sanitary sewer purposes.
27. UTILITIES: All existing public utilities shall be protected in place and if necessary relocated as approved by the City Engineer. No permanent structure is permitted within City easements and no trees or deep rooted shrub are permitted within City utility easements, where the easement is located within landscape areas.
28. SOLID WASTE: Prior to occupancy permit issuance, the developer shall construct solid waste enclosures to house the necessary solid waste bins. The enclosure shall be designed per the Development Guidelines for Solid Waste Services, and enclosure drains must discharge to sanitary sewer line. City review & approval of the enclosures are required prior to construction of the trash enclosures.
29. SOLID WASTE: Per Chapter 200, Title V of Milpitas Municipal Code (Ord. No. 48.7) solid waste enclosures shall be designed to limit the accidental discharge of any material to the storm drain system. The storm drain inlets shall be located away from the trash enclosures (a minimum of 25 feet). This is intended to prevent the discharge of pollutants from entering the storm drain system, and help with compliance with the City's existing National Pollution Discharge Elimination System (NPDES) Municipal permit.
30. SOLID WASTE: Per Chapter 200, Solid Waste Management, V-200-3.10, *General Requirement*, applicant / property owner shall not keep or accumulate, or permit to be kept or accumulated, any solid waste of any kind and is responsible for proper keeping, accumulating and delivery of solid waste. In addition, according to V-200-3.20 *Owner Responsible for Solid Waste, Recyclables, and Yard Waste*, applicant / property owner shall subscribe to and pay for solid waste services rendered. Prior to occupancy permit issuance (start of operation), the developer shall submit evidence to the City that a minimum level of refuse service has been secured using a Service Agreement with Allied Waste Services (formally BFI) for commercial services to maintain an adequate level of service for trash and recycling collection. After the applicant has started its business, the developer shall contact Allied Waste Services commercial representative to review the adequacy of the solid waste level of services. If services are determined to be inadequate, the developer shall increase the service to the level determined by the evaluation. For general information, contact BFI at (408) 432-1234.
31. GENERAL: The U.S. Environmental Protection Agency (EPA) has empowered the San Francisco Bay Regional Water Quality Control Board (RWQCB) to administer the National Pollution Elimination Discharge System (NPDES) permit. The NPDES permit requires all dischargers, including construction activities, to eliminate as much as

possible pollutants entering our receiving waters. Contact the RWQCB for questions regarding your specific requirements at (800) 794-2482. For general information, contact the City of Milpitas at (408) 586-3329.

32. **STORMWATER:** The design of this project shall include adequate Best Management Practices (BMPs) to eliminate pollutant from entering the offsite drainage systems. Prior to building permit issuance, the building permit application shall be consistent with the developer's approved Stormwater Control Plan.
33. **LANDSCAPING:** In accordance with Chapter 5, Title VIII (Ord. 238) of Milpitas Municipal Code, for new and/or rehabilitated landscaping 2500 square feet or larger the developer shall:
 - a. Provide separate water meters for domestic water service & irrigation service. Developer is also encouraged to provide separate domestic meters for each tenant.
 - b. Comply with all requirements of the City of Milpitas Water Efficient Ordinance (Ord No 238). Two sets of landscape documentation package shall be submitted by the developer or the landscape architect to the Building Division with the building permit plan check package. Approval from the Land Development Section of the Engineering Division is required prior to building permit issuance, and submittal of the Certificate of Substantial Completion is required prior to final occupancy inspection.

Contact the Land Development Section of the Engineering Division at (408) 586-3329 for information on the submittal requirements and approval process.
34. **LANDSCAPING:** Per Chapter 6, Title VIII of Milpitas Municipal Code (Ord. No. 240), the landscape irrigation system must be designed to meet the City's recycled water guidelines and connect to recycled water system *when available*. The developer is encouraged to design the entire landscaped area for recycled water connection. If the site is not properly designed for recycled water at this time, the entire site will be required to retrofit when recycled water becomes available. Contact the Land Development Section of the Engineering Division at (408) 586-3329 for design standards to be employed.
35. **GENERAL:** Prior to any work within public right of way or City easement, the developer shall obtain an encroachment permit from City of Milpitas Engineering Division.
36. **GENERAL:** The developer shall call Underground Service Alert (U.S.A.) at (800) 642-2444, 48 hrs prior to construction for location of utilities.
37. **GENERAL:** It is the responsibility of the developer to obtain any necessary permits or approvals from affected agencies and private parties. Copies of any approvals or permits must be submitted to the City of Milpitas Engineering Division.
38. **TREE REMOVAL:** Per Milpitas Municipal Code Chapter 2, Title X (Ord. No. 201), the developer may be required to obtain a permit for removal of any existing tree(s). Contact the Street Landscaping Section at (408) 586-2601 to obtain the requirements and forms.

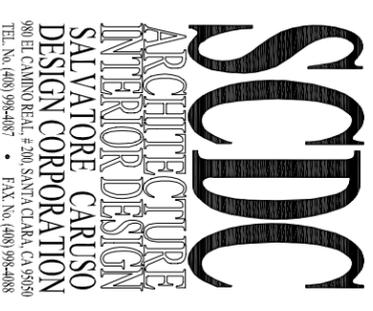
39. UTILITIES: All utilities shall be properly disconnected before the building can be demolished. Show (state) how the water service(s), sewer service(s) and storm service(s) will be disconnected. The water service shall be locked off in the meter box and disconnected or capped immediately behind the water meter if it is not to be used. The sanitary sewer shall be capped off at the clean out near the property line or approved location if it is not to be used. The storm drain shall be capped off at a manhole or inlet structure or approved location if it is not to be used.
40. DEMOLITION: Prior to demolition permit issuance, the Applicant, or Contracted Designee, shall submit Part I of a Recycling Report on business letterhead to the Building Division, for forwarding to the Engineering Section. This initial report shall be approved by the City's Utility Engineering/Solid Waste Section prior to demolition permit issuance. The report shall describe these resource recovery activities:
- What materials will be salvaged.
 - How materials will be processed during demolition.
 - Intended locations or businesses for reuse or recycling.
 - Quantity estimates in tons (both recyclable and for landfill disposal). Estimates for recycling and disposal tonnage amounts by material type shall be included as separate items in all reports to the Building Division before demolition begins.
 - Applicant/Contractor shall make every effort to salvage materials for reuse and recycling.
41. DEMOLITION: Prior to building permit issuance, applicant shall submit Part II of the Recycling Report to the Building Division, for forwarding to the City's Utility Engineering/Solid Waste Section, that confirms items 1 – 4 of the Recycling Report, especially materials generated and actual quantities of recycled materials. 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 Division for approval by the Utility Engineering/Solid Waste Section prior to inspection by the Building Division.
42. DEMOLITION: All demolished materials including, but not limited to broken concrete and paving materials, pipe, vegetation, and other unsuitable materials, excess earth, building debris, etc., shall be removed from the job site for recycling and/or disposal by the Applicant/Contractor, all to the satisfaction of the City Engineer or designee. The Applicant/Contractor shall, to the maximum extent possible, reuse any useful construction materials generated during the demolition and construction project. The Applicant/Contractor shall recycle all building and paving materials including, but not limited to roofing materials, wood, drywall, metals, and miscellaneous and composite materials, aggregate base material, asphalt, and concrete. The Applicant/Contractor shall perform all recycling and/or disposal by removal from the job site.
43. GENERAL: Prior to start of any construction, the developer shall submit a construction schedule and monitoring plan for City Engineer review and approval. The construction schedule and monitoring plan shall include, but not be limited to, construction staging area, parking area for the construction workers, personal parking, temporary construction

fencing, construction information signage and establish a neighborhood hotline to record and respond to neighborhood construction related concerns. The developer shall coordinate their construction activities with other construction activities in the vicinity of this project. The developer's contractor is also required to submit updated monthly construction schedules to the City Engineer for the purpose of monitoring construction activities and work progress.

44. GENERAL: The Flood Insurance Rate Map (FIRM) issued by the Federal Emergency Management Agency (FEMA) under the National Flood Insurance Program shows this site to be in Flood Zone "X".

MILPITAS CHILD CARE

1312 S. MAIN ST MILPITAS, CA



980 EL CAMINO REAL, # 200, SANTA CLARA, CA 95050
TEL. No. (408) 998-4087 • FAX No. (408) 998-4088

CONSULTANT :

PROJECT :

Milpitas
Child Care
1312 S. Main St
Milpitas, CA

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SHEET NAME :

COVER SHEET

REVISIONS	BY

DRAWN:	SD
CHECKED:	
DATE:	12/10/08
SCALE:	N.T.S.
JOB No.:	08.09.03
SHEET No.:	
A0.1	
SHEETS IN SET	

PROJECT DATA

PARCEL NUMBER	086-23-008
LOT AREA	0.37 ACRE (16,436 SF)
ZONING	R4 + TOD
EXISTING USE	COMMERCIAL
PROPOSED USE	DAY CARE
PROPOSED BUILDING AREA	5,002 S.F.
PROPOSED SITE COVERAGE	30.43%
PROPOSED FAR	0.30
PROPOSED PLAYGROUND	3,928 S.F.
LANDSCAPE AREA(INCLUDING PLAYGROUND)	4,959 S.F. (30.17%)
NO. OF STORY	1
OCCUPANCY GROUP	E
TYPE OF CONSTRUCTION	TYPE V-A
AUTOMATIC FIRE SPRINKLER	YES

SHEET INDEX

- ARCHITECTURAL**
- A0.1 COVER SHEET
 - T-1 TOPOGRAPHIC MAP/EXISTING PLAN
 - A1.1 PROPOSED SITEPLAN
 - A2.1 FLOOR PLAN AND ROOF PLAN
 - A3.1 PROPOSED ELEVATIONS
 - A3.2 ROOF CROSS SECTION
 - A9.1 DETAILS
 - L-1 PRELIMINARYLANDSCAPE PLAN
- CIVIL**
- C-1 COVER SHEET
 - C-2 PRELIMINARY GRADING AND DRAINAGE PLAN
 - C-3 CROSS SECTION DETAILS
 - C-4 STORM WATER MANAGEMENT PLAN

PARKING ANALYSIS

1 PER 1.5 EMPLOYEES	8 EMPLOYEES 8/1.5 = 5.33 SPACES
1 PER 6 CHILDREN, UP TO 5 SAPCES AND THEREAFTER 1 PER 10 CHILDREN	96 CHILDREN 30/5 = 6 SPACES 66/10 = 6.66 SPACES
TOTAL	5.33+6+6.66= 18 SPACES
20% REDUCTION FOR TOD DISTRICT	3.6 SAPCES
TOTAL PARKING REQUIRED	14.4 = 15 SPACES
TOTAL PARKING PROVIDED	15 SPACES
ACCESSIBLE SPACE PROVIDED	1 SPACE

PLAYGROUND ANALYSIS

PLAYGROUND REQUIREMENT	75 S.F PER CHILD
TOTAL NO. OF CHILDREN	96
PLAYGROUND REQUIRED BY STATE IS FOR 50% OF CHILDREN	75x48 = 3,600 S.F
PLAYGROUND PROVIDED	3,928 S.F.

PROJECT DESCRIPTION:

DEMOLISH 2 EXISTING ONE STORY BUILDING AND PROPOSING A DAY CARE CENTER FOR 96 CHILDREN

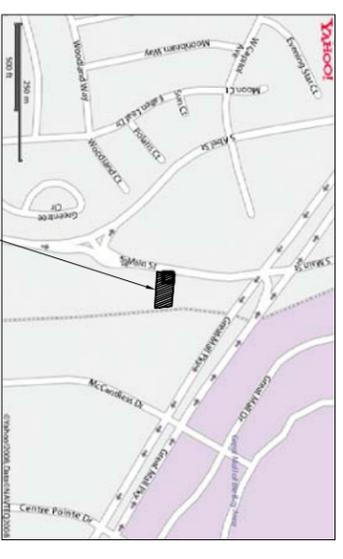
DESIGN PROFESSIONALS:

ARCHITECT:

SALVATORE CARUSO DESIGN CORPORATION
 980 EL CAMINO REAL, SUITE 200
 SANTA CLARA, CA 95050
 PHONE: (408) 998-4087
 FAX: (408) 998-4088

CIVIL ENGINEER:

SMP ENGINEERS
 1534 CAROB LANE
 LOS ALTOS, CA 94024
 PHONE: (650) 941-8055
 FAX: (650) 941-8755



LOCATION MAP



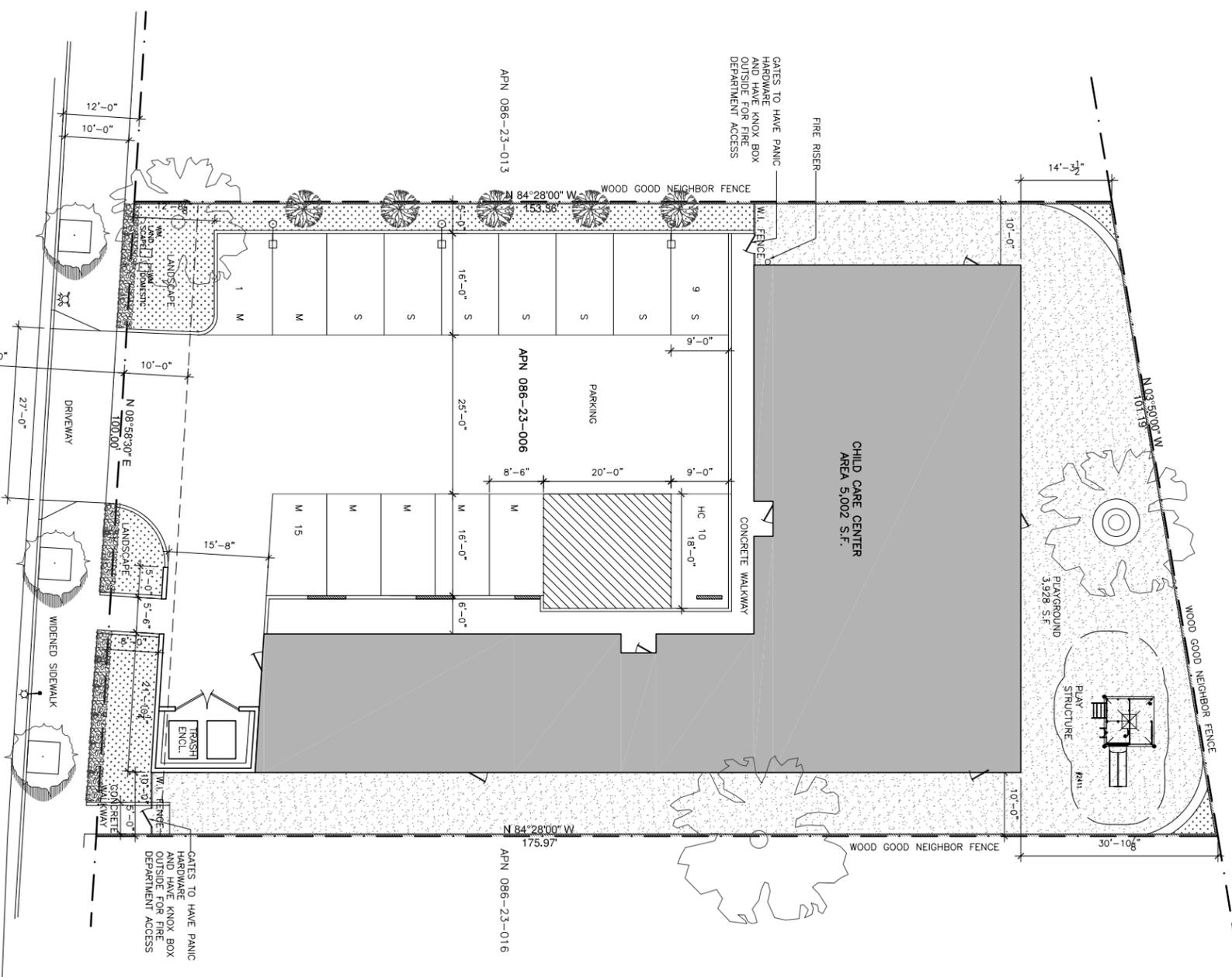
HOURS OF OPERATION 6:30 AM TO 6:30 PM

DROP OFF TIME 6:30 AM TO 9:30 AM

PICK UP TIME 3:30 PM TO 6:30 PM

THIS IS NOT A FIXED SCHOOL PROGRAM

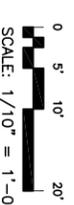
SOUTHERN PACIFIC RAILROAD



SITE PLAN

S. MAIN ST

SCALE: 1/10" = 1'-0"



SCDC
 ARCHITECTURE
 INTERIOR DESIGN
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 DESIGN CORPORATION
 980 EL CAMINO REAL, # 200, SANTA CLARA, CA 95050
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CONSULTANT :

PROJECT :

Milpitas
 Child Care
 1312 S. Main St
 Milpitas, CA

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SITEPLAN

REVISIONS

NO.	DESCRIPTION	BY

DRAWN:

SD

CHECKED:

DATE: 12/10/08

SCALE: 1/10" = 1'-0"

JOB No.: 08.09.03

SHEET No.:

A1.1

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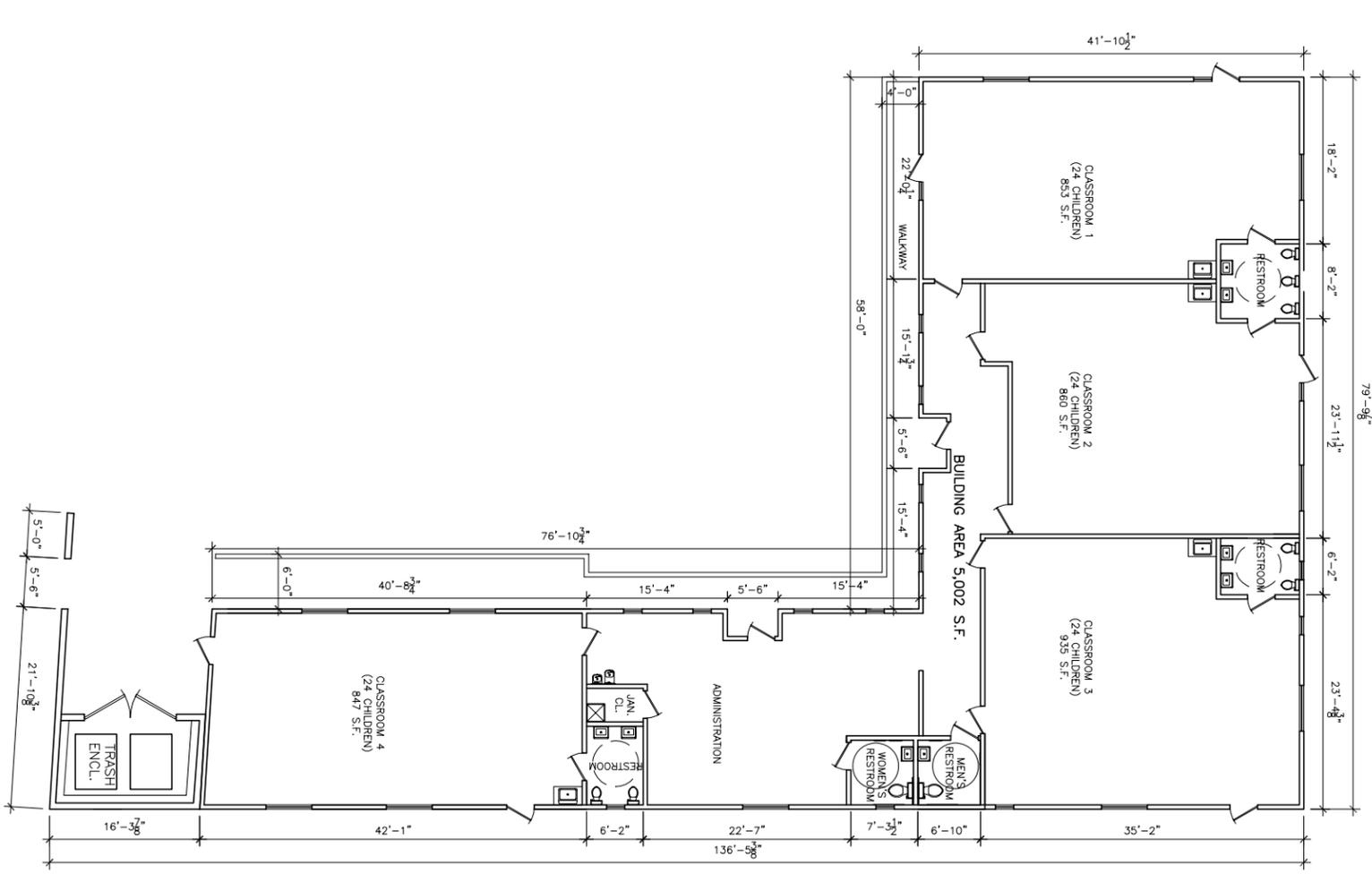
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SHEET NAME :
 FLOOR PLAN
 ROOF PLAN

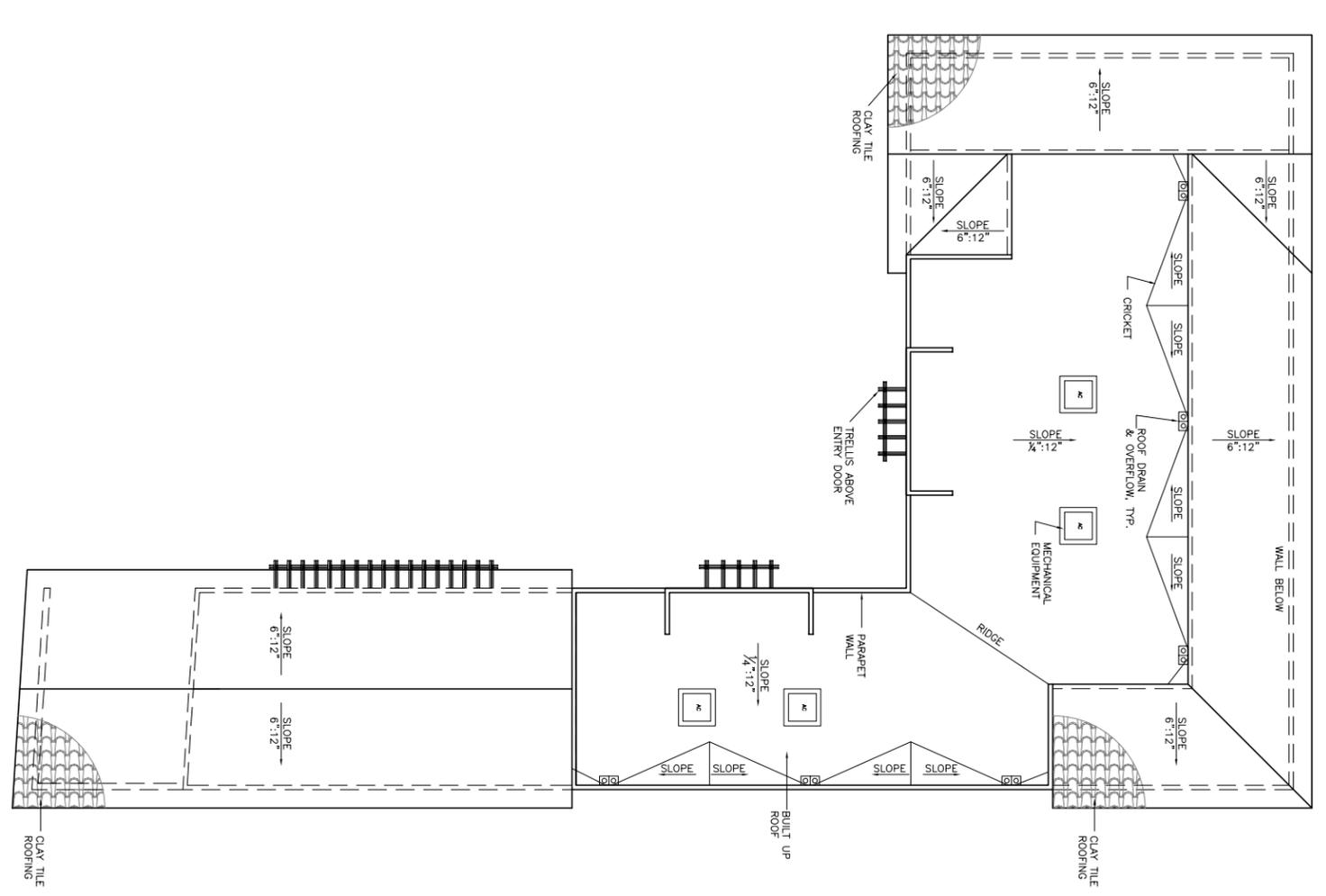
REVISIONS	BY

DRAWN:	SD
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DATE:	12/10/08
SCALE:	1/8"=1'-0"
JOB No.:	08.09.03
SHEET No.:	A2.1
SHEETS IN SET	



PROPOSED FLOOR PLAN

SCALE: 1/8"=1'-0"

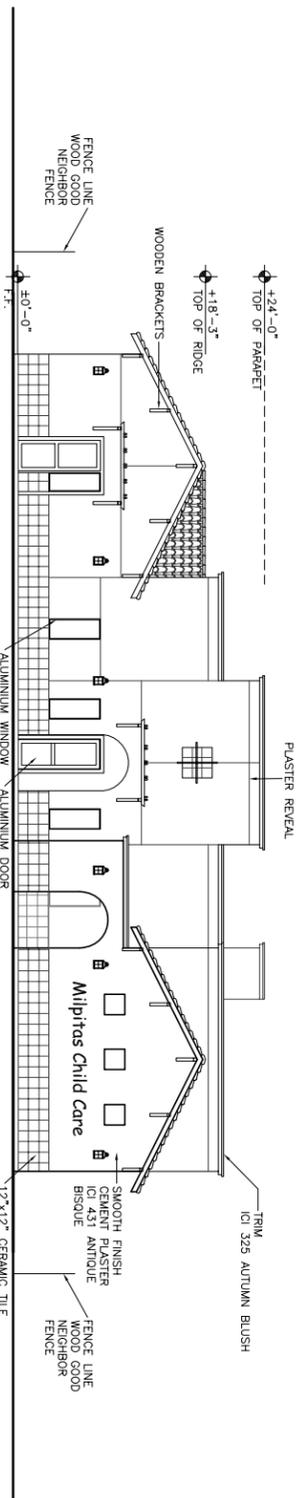


PROPOSED ROOF PLAN

SCALE: 1/8"=1'-0"

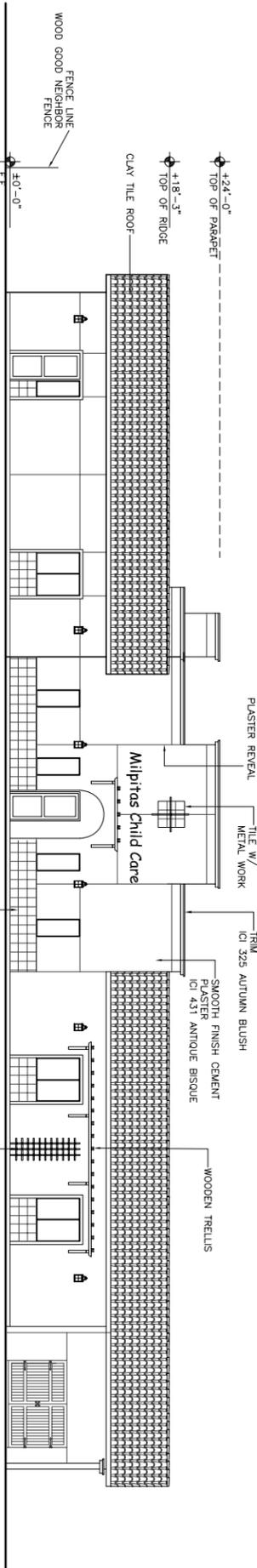


SCALE: 1/8" = 1'-0"



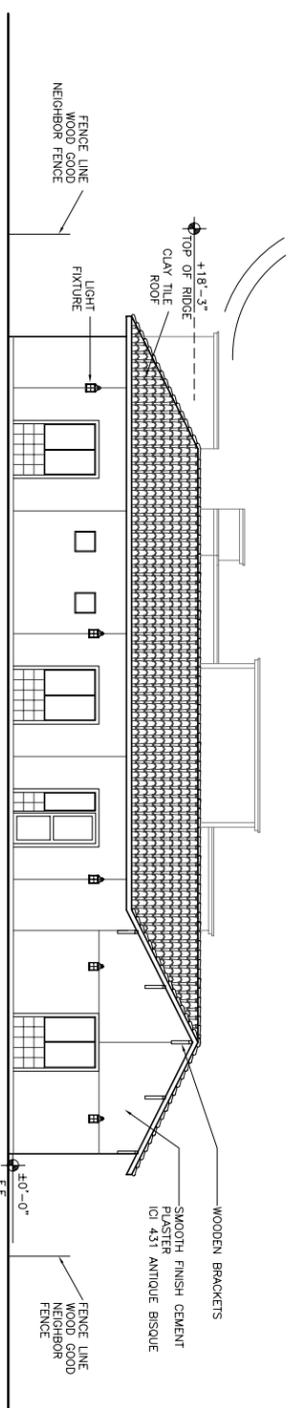
WEST SIDE ELEVATION
MAIN ST

SCALE: 1/8"=1'-0"



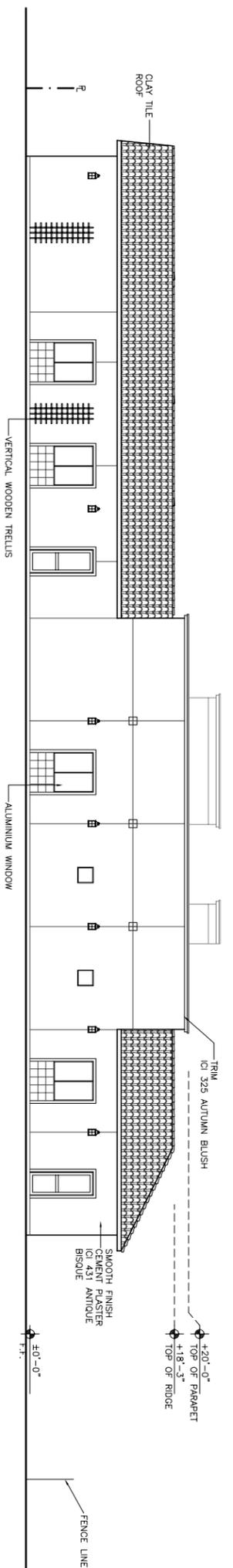
NORTH SIDE ELEVATION

SCALE: 1/8"=1'-0"



EAST SIDE ELEVATION
RAILROAD SIDE

SCALE: 1/8"=1'-0"



SOUTH SIDE ELEVATION

SCALE: 1/8"=1'-0"

SDC
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CONSULTANT :

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ELEVATIONS

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SHEET No.:

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A3.1

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SD

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DATE:

11/10/08

SCALE:

1/8"=1'-0"

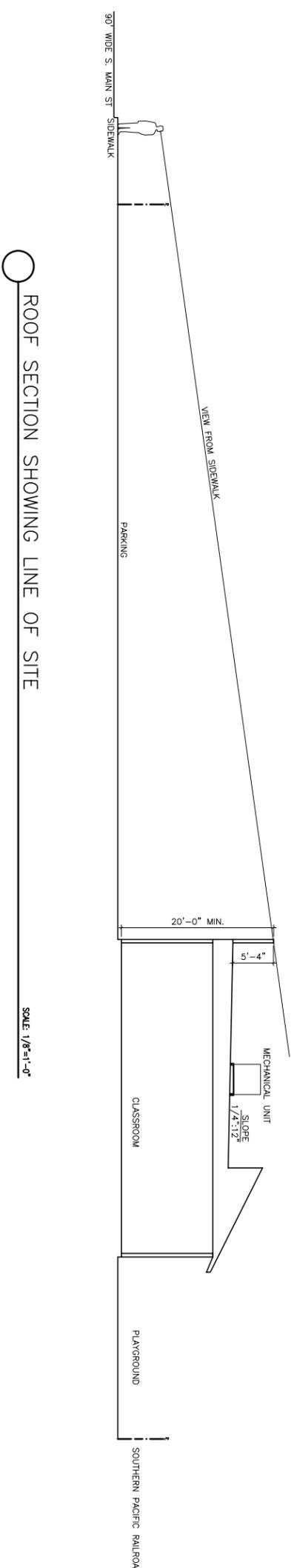
JOB No.:

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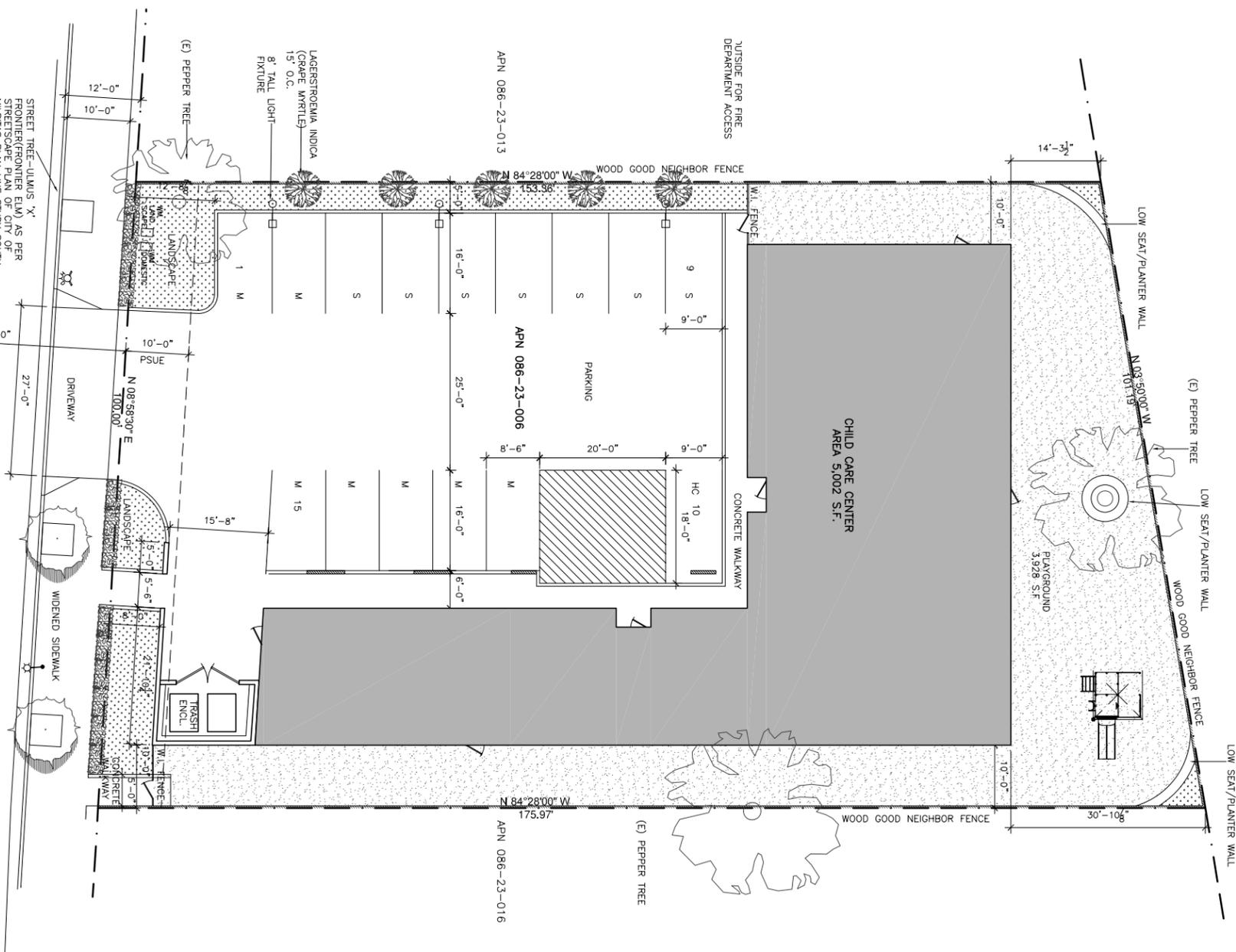
SHEET No.:

A3.2

SHEETS IN SET



SOUTHERN PACIFIC RAILROAD



PRELIMINARY LANDSCAPE PLAN

SCALE: 1/4"=1'-0"

LANDSCAPE SCHEDULE	
	15 GAL-LAGERSTROEMIA INDICA (GRAPE MYRTLE) 15 O.C.
	STREET TREE-ULMUS X FRONTIER/FRONTIER ELM) AS PER STREETScape PLAN OF CITY OF MILPITAS PLAN LINE STUDY SOUTH ABEL AND SOUTH MAIN STREET
	5 GAL-RAPHIOLEPIS INDICA (JACK EVANS)
	5 GAL-TRACHELOSPERMUM JASMINOIDES



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CONSULTANT :
 PROJECT :
 Milpitas
 Child Care
 1317 S. Main St
 Milpitas, CA

GENERAL NOTES :
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SHEET NAME :
 PRELIMINARY
 LANDSCAPE PLAN

REVISIONS	BY

DRAWN: SD
 CHECKED:
 DATE: 12/10/08
 SCALE: 1/10"=1'-0"
 JOB No.: 08.09.03
 SHEET No.: 1
 SHEETS IN SET

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NOTE:
THIS MAP REPRESENTS TOPOGRAPHY OF THE SURFACE FEATURES ONLY. UNLESS SPECIFIED ON THIS MAP, LOCATIONS OF THE UNDERGROUND UTILITIES ARE NEITHER INTENDED NOR IMPLIED. FOR THE LOCATIONS OF UNDERGROUND UTILITIES CALL "USA" (1-800-642-2444). SURFACE FEATURES ARE LOCATED BY MEANS OF A STATION AND OFFSET FROM THE CONTROL LINE.

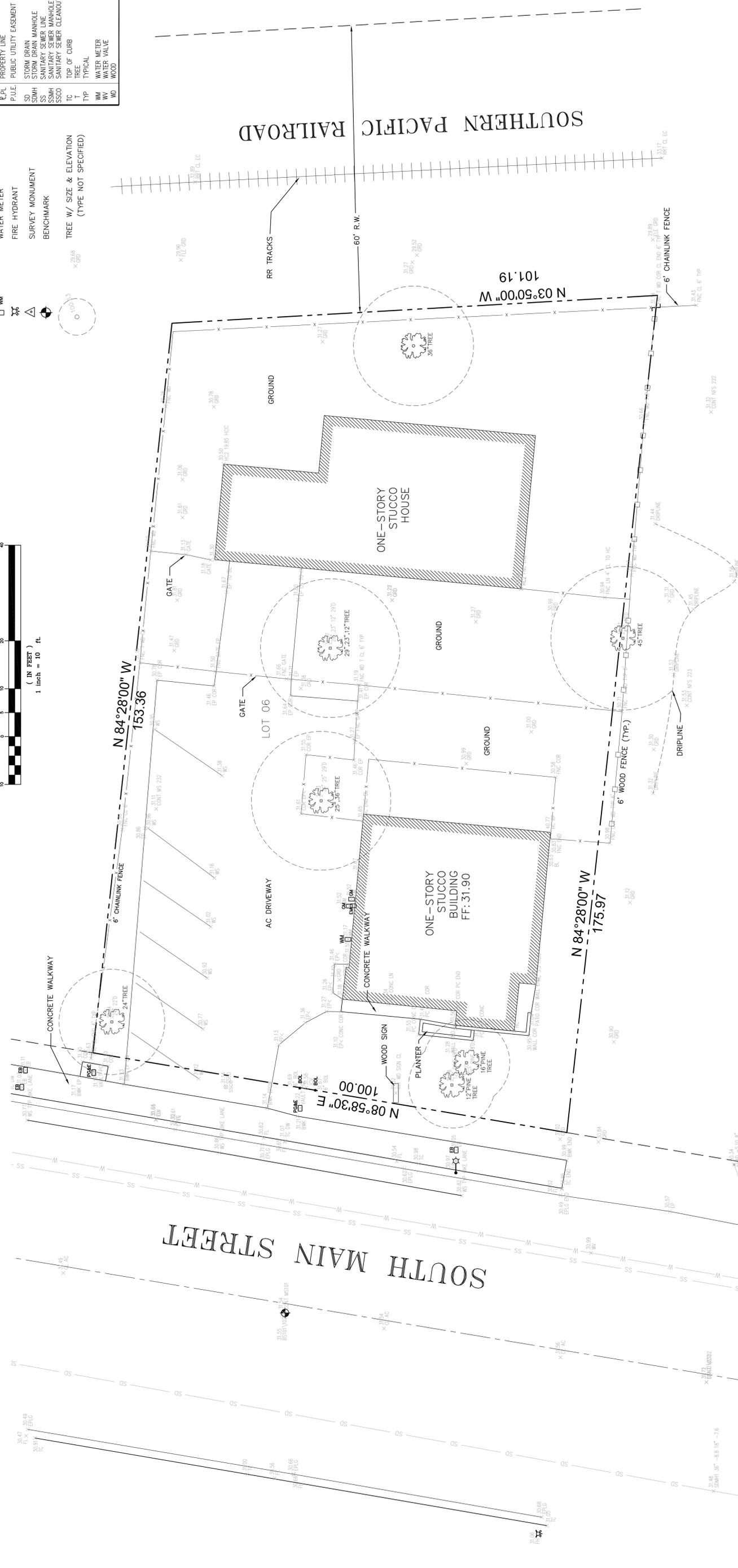
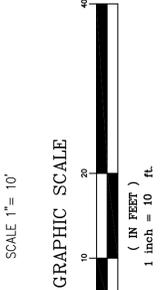
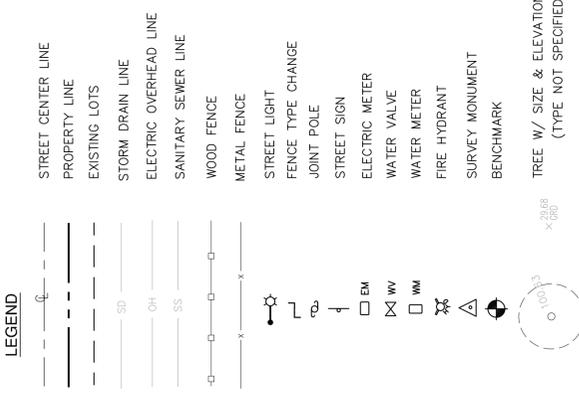
BENCHMARK:
SET MAG NAIL W/ SHINER (PT#01) ELEV= 31.55 (N.G.V.D. 27)

BASIS OF BEARINGS:
THE BEARING ALONG THE CENTERLINE LINE OF S. MAIN ST. N 08°58'30" E, AS SHOWN ON MAP BK 4547, PG 404, SANTA CLARA COUNTY, WAS TAKEN AS THE BASIS OF BEARINGS.

NOTES:

1. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMALS THEREOF.
2. THE SURVEY WAS BASED ON A PRELIMINARY REPORT BY OLD REPUBLIC TITLE COMPANY OR. NO. 0617006353-DD, DATED MARCH 24, 2008.
3. THE GROSS AREA OF LAND OF RECORD IS 16,437± SQ. FT.
4. FOR PRECISE SPECIES OF TREES A CERTIFIED ARBORIST SHALL BE CONSULTED.
5. THIS DRAWING REPRESENTS A TOPOGRAPHIC SURVEY PREPARED IN CONFORMANCE WITH THE REQUIREMENTS OF THE LAND SURVEYORS ACT. THE PROPERTY LINES SHOWN HEREON ARE COMPILED FROM RECORD DATA AND REPRESENT THE BEST GRAPHICAL FIT BETWEEN RECORD INFORMATION AND THE TOPOGRAPHICAL FEATURES SURVEYED AND SHOULD NOT BE RELIED UPON OR USED FOR ANY OTHER PURPOSES, PURSUANT TO THE CLIENT'S DIRECTION A BOUNDARY SURVEY WAS NOT PERFORMED AT THIS TIME WHICH MAY HAVE DETERMINED THE ACTUAL PROPERTY LINES.

ABBREVIATIONS	DESCRIPTION
BOL	BOLLARD
BWK	BACK OF WALK
CB	CATCH BASIN
CONC	CONCRETE
COR	CORNER
DL	DRIVEWAY
EW	ELECTRIC WIRE
EB	ELECTRICAL BOX
EP	EDGE OF PAVEMENT ELEVATION
EM	ELECTRIC METER
(E)	EXISTING
(F)	FINISHED FLOOR
FL	FLOWLINE
FNC	FENCE
G.F.F.	GARAGE FINISHED FLOOR
GM	GAS METER
GRD	GROUND
HC	HOUSE CORNER
INV.	INVERT
MON	MONUMENT
W/L	WATER VALVE
OH	OVERHEAD POWER LINE
PP	POWER POLE
P.P.L.	PROPERTY LINE
P.U.E.	PUBLIC UTILITY EASEMENT
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SS	SEWER
SSHL	SANITARY SEWER LINE
SSCO	SANITARY SEWER CLEANOUT
T	TYPICAL
TC	TOP OF CURB
T	TREE
WM	WATER METER
WV	WATER VALVE
WD	WOOD



CITY OF MILPITAS

REVISIONS	DESIGN	DATE	BY	DATE

TOPOGRAPHIC MAP

Sheet No. T-1

Scale: 1" = 10'
Prepared by: G.M.
Checked by: S.R.
Date: June 23, 2008
Project No: 2868

SMP ENGINEERS
CIVIL ENGINEERS—LAND SURVEYORS
1534 Carob Lane Los Altos, CA 94024
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1312 SOUTH MAIN ST.
MILPITAS, CA
APN: 086-23-006

CONCEPTUAL GRADING AND DRAINAGE PLANS

NEW CHILDCARE BUILDING

1312 S. MAIN STREET, MILPITAS, CA 95035

ABBREVIATIONS

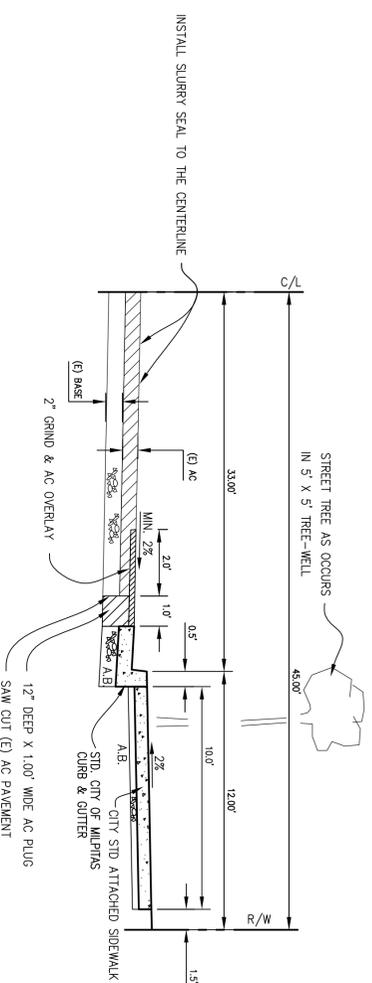
DESIGNATION	DESCRIPTION	DESIGNATION	DESCRIPTION
AB	AGGREGATE BASE (GLASS AS NOTED)	UP	UP OF GUTTER
AC	ASPHALT CONCRETE	MON	MONUMENT
AD	AREA DRAIN	OC	ORIGINAL GROUND
AE	BACK SWALE	OC	PULL BOX
BF	BACK FLOW PREVENTOR VALVE	PBY	POKER VALVE
BW	BACK OF WALK	PPL	POKER LINE
CGS	GARAGE FINISH FLOOR (BACK)	PPR	PERFORATED PIPE
CGF	GARAGE FINISH FLOOR (FRONT)	PSE	PUBLIC SERVICE EASEMENT
CEA	CENTRINE CEANUL	PVC	POLYVINYL CHLORIDE
CP	CONTROL POINT	R/W	RIGHT OF WAY
CP	CONTROL POINT	RCR	REINFORCED CONCRETE PIPE
DWY	DRIVEWAY	SD	STORM DRAIN MANHOLE
DI	DROP INLET	SD	STANDARD
DITL	DETAIL	SMH	SANITARY SEWER MANHOLE
EJC	EDGE OF PAVEMENT ELEVATION	SS	SANITARY SEWER
ED	EXISTING	SSW	SEWER WALK
ED	EXISTING TREE	TC	TOP OF CURB
EG	EDGE OF PAVEMENT ELEVATION	TE	TOP OF FINISH GRADE
EG	EXISTING TREE	TF	TOP OF WALL
FF	FINISH GRADE	TP	TOP OF PAVEMENT
FG	FIRE HYDRANT	TP	TYPICAL
FL	FLOE LINE	TP	TYPICAL
FL	FLOE LINE	US	UNDERGROUND SANITARY SEWER
FNC	FENCE	UST	UNDERGROUND STORM DRAIN
FNG	FOG LINE	UT	UNDERGROUND TELEPHONE
GE	GRADE BREAK	UV	UNDERGROUND WATER
GG	GRADE FINISHED FLOOR (FRONT)	W	WALKWAY
GG	GRADE FINISHED FLOOR (FRONT)	WK	WALKWAY
GP	GRID POINT	WM	WATER METER
HP	HIGH POINT	WM	WATER VALVE
IP	IRON PIPE	WV	WATER VALVE
IN	INVERT	WV	WATER VALVE
JP	JOINT POLE		
JB	JUNCTION BOX (UTILITY)		

LEGEND

EXISTING	PROPOSED	DESCRIPTION
---	---	PROPERTY LINE
---	---	FILL AREA LIMIT
---	---	CUT AREA LIMIT
---	---	CONTOUR
---	---	WATER LINE
---	---	STORM DRAIN PIPE (SOLID)
---	---	SANITARY SEWER PIPE
---	---	SUBURBAN PIPE (PERFORATED)
---	---	OVERHEAD UTILITIES WITH POLE
---	---	GAS LINE
---	---	ELECTRIC LINE (UNDERGROUND)
---	---	JOINT TRENCH
---	---	STREET LIGHT VAULT
SSCO	SSCO	SANITARY SEWER CLEANOUT
SSCO	SSCO	SANITARY SEWER MANHOLE
SSCO	SSCO	STORM DRAIN MANHOLE
SSCO	SSCO	ELECTROLER
SSCO	SSCO	WATER METER
SSCO	SSCO	TREE WITH TRUNK
SSCO	SSCO	6' WOODEN FENCE
SSCO	SSCO	SPOT ELEVATION
SSCO	SSCO	TREE PROTECTION FENCE
SSCO	SSCO	5' TALL CHAIN LINK
SSCO	SSCO	SMALE
SSCO	SSCO	DIRECTION OF FLOW IN PIPE
SSCO	SSCO	AREA DRAIN/ INLET
SSCO	SSCO	OVERLAND RELEASE PATH
SSCO	SSCO	GRADE TO DRAIN, 2% MIN. AWAY FROM HOUSE
SSCO	SSCO	1% MIN. FROM PROPERTY LINE TO SWALE
SSCO	SSCO	(E) TREE TO BE REMOVE
SSCO	SSCO	DOWN-SPOUT
SSCO	SSCO	POP-UP EMITTER



PROJECT SITE
LOCATION MAP
N.T.S.



TYPICAL S. MAIN STREET HALF STREET SECTION
NTS

SHEET INDEX:

- C-1 COVER SHEET/ NOTES
- C-2 GRADING AND DRAINAGE PLAN
- C-3 CROSS SECTIONS/ DETAILS
- C-4 STORMWATER MANAGEMENT PLAN

NOTE:

GRADING AND DRAINAGE PLANS SHALL BE REVIEWED AND APPROVED BY THE PROJECT GEOTECHNICAL ENGINEER.

EARTHWORK TABLE

	FILL (CY)	CUT (CY)	IMPORT (CY)	EXPORT (CY)
BUILDING	40	0		
PARKING LOT	0	130		
PLAYGROUND	30	0		
LANDSCAPE AREAS	10	0		
TOTAL	80	130	0	50

NOTE:

1. THICKENS OF EXISTING AC PAVEMENT/ (E) CONCRETE TO BE REMOVED HAS BEEN ESTIMATED TO BE 4".
2. EARTHWORK QUANTITIES ON THIS TABLE ARE FOR CITY INFORMATION ONLY. CONTRACTORS ARE TO PERFORM THEIR OWN QUANTITY TAKE OFFS.

BENCHMARK
SET MAG NAIL W/ SHINER (PT.#101) ELEV= 31.59 (N.G.V.D. 27)

BASIS OF BEARINGS

THE BEARING ALONG THE CENTERLINE LINE OF S. MAIN ST. N 08°58'30" E, AS SHOWN ON MAP BK 4547, PG 404, SANTA CLARA COUNTY, WAS TAKEN AS THE BASIS OF BEARINGS.

NOTICE TO CONTRACTORS

CONTRACTOR TO NOTIFY U.S.A. (UNDERGROUND SERVICE ALERT) AT 800-227-2800 A MINIMUM OF 2 WORKING DAYS BEFORE BEGINNING UNDERGROUND WORK FOR DETERMINATION OF THE LOCATION AND DEPTH OF UNDERGROUND UTILITIES.



PRELIMINARY PLANS
NOT APPROVED FOR CONSTRUCTION



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SUITE 200
SANTA CLARA, CA 95050

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COVER SHEET
1312 S. MAIN STREET
MILPITAS, CA 95035

CONCEPTUAL GRADING AND DRAINAGE PLANS

Revisions:

Date: DECEMBER 10, 2008
Scale: NTS
Prepared by: V.G.
Checked by: S.R.
Job #: 28068

Sheet: 1 OF 4
C-1

GRADING AND DRAINAGE PLAN
 1312 S. MAIN STREET
 MILPITAS, CA 95035

CONCEPTUAL GRADING AND DRAINAGE PLANS

APPLICANT:
 SALVATORE CARUSO
 980 EL CAMINO REAL
 SUITE 200
 SANTA CLARA, CA 95050

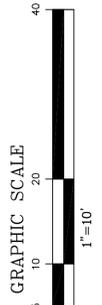
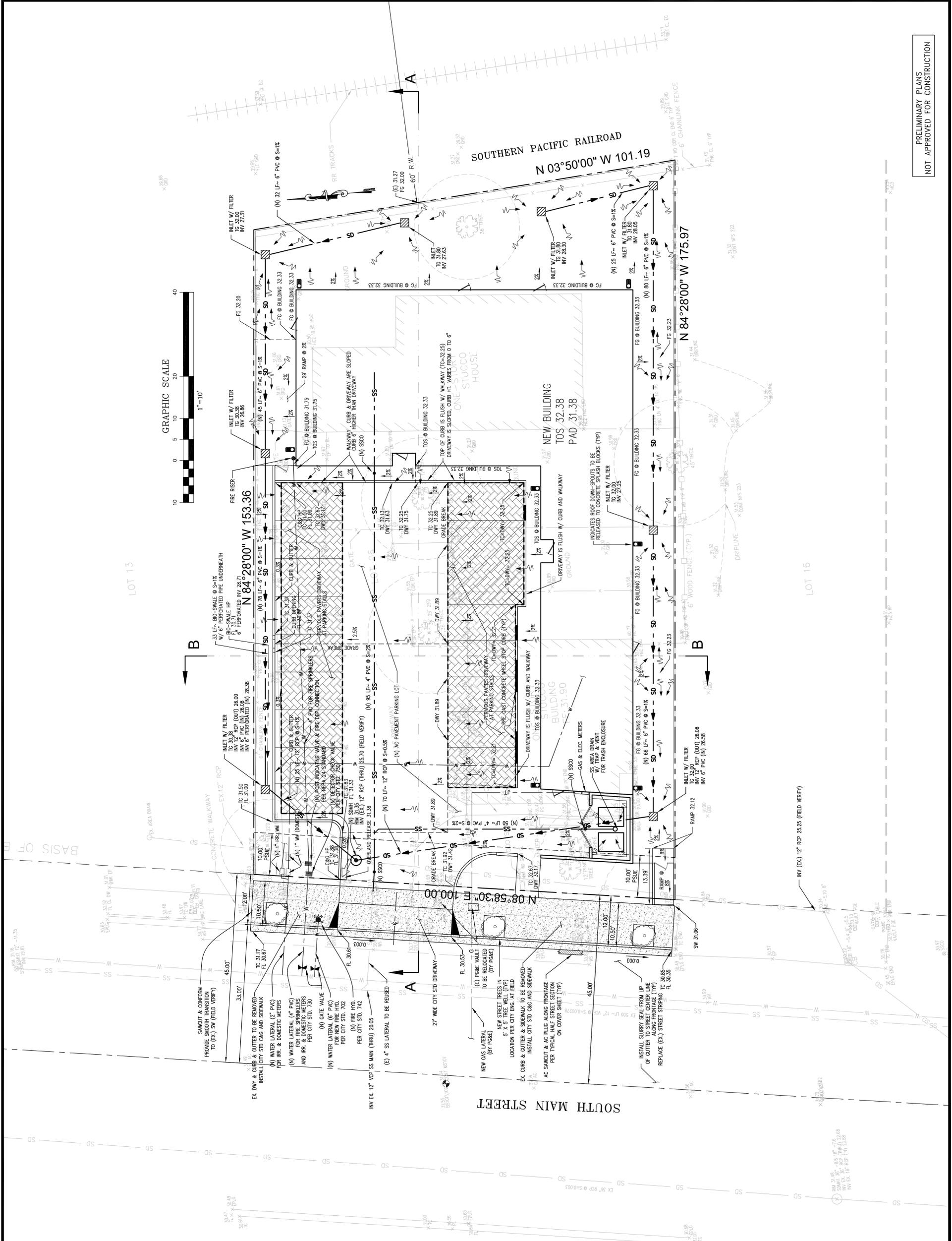
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Date: DECEMBER 10, 2008
 Scale: 1"=10'
 Prepared by: V.G.
 Checked by: S.R.
 Job #: 28068
 Sheet: 2 OF 4
 C-2

PRELIMINARY PLANS
 NOT APPROVED FOR CONSTRUCTION



LOT 13

LOT 16

SOUTH MAIN STREET

SOUTHERN PACIFIC RAILROAD

N 84°28'00" W 153.36

N 84°28'00" W 175.97

N 08°58'30" E 100.00

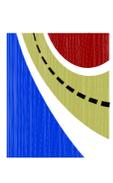
1312 S. MAIN STREET
 MILPITAS, CA 95035

GRADING AND DRAINAGE PLAN

CONCEPTUAL GRADING AND DRAINAGE PLANS

APPLICANT:
 SALVATORE CARUSO
 980 EL CAMINO REAL
 SUITE 200
 SANTA CLARA, CA 95050

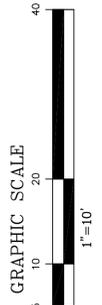
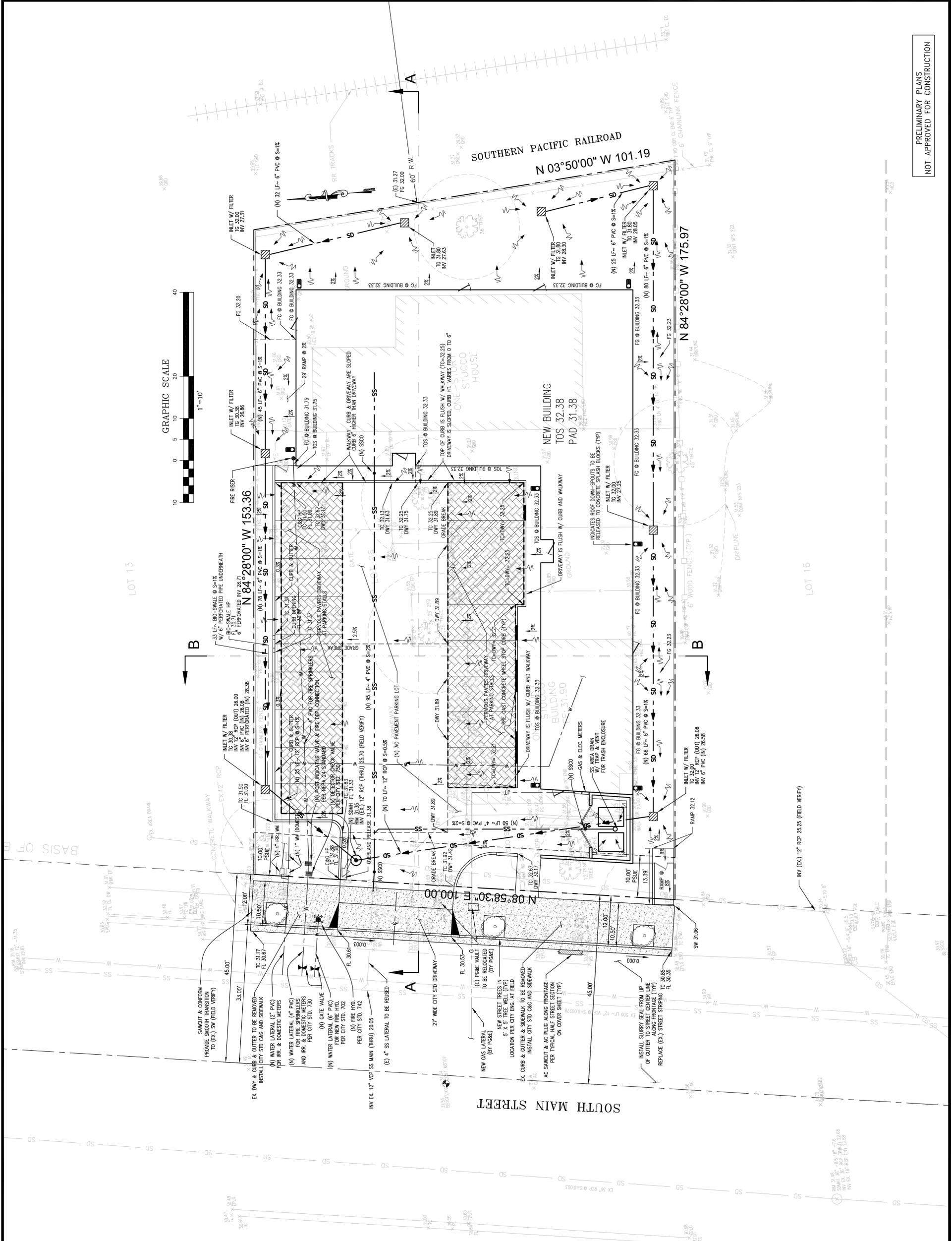
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Date: DECEMBER 10, 2008
 Scale: 1"=10'
 Prepared by: V.G.
 Checked by: S.R.
 Job #: 28068
 Sheet: 2 OF 4
 C-2

PRELIMINARY PLANS
 NOT APPROVED FOR CONSTRUCTION



LOT 13

LOT 16

SOUTH MAIN STREET

SOUTHERN PACIFIC RAILROAD

N 84°28'00" W 153.36

N 84°28'00" W 175.97

N 08°58'30" E 100.00

1312 S. MAIN STREET
 MILPITAS, CA 95035

GRADING AND DRAINAGE PLAN

CONCEPTUAL GRADING AND DRAINAGE PLANS

APPLICANT:
 SALVATORE CARUSO
 980 EL CAMINO REAL
 SUITE 200
 SANTA CLARA, CA 95050

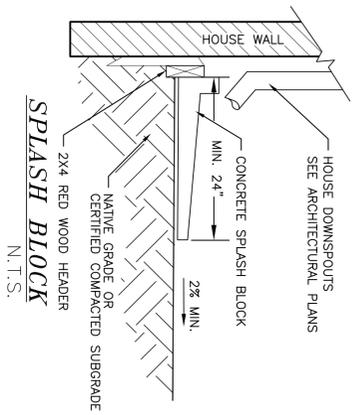
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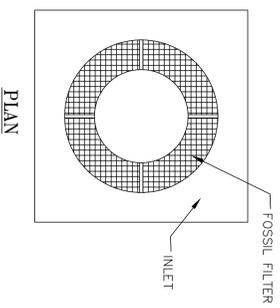
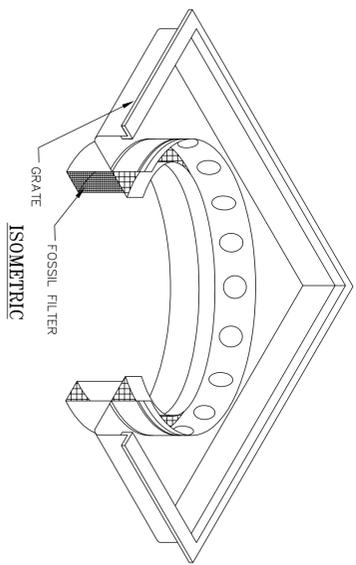
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Date: DECEMBER 10, 2008
 Scale: 1"=10'
 Prepared by: V.G.
 Checked by: S.R.
 Job #: 28068
 Sheet: 2 OF 4
 C-2

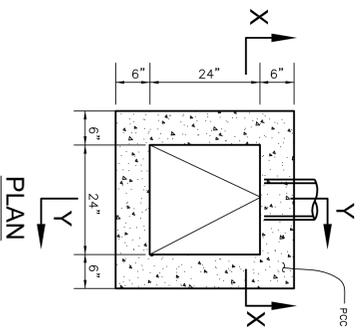
PRELIMINARY PLANS
 NOT APPROVED FOR CONSTRUCTION



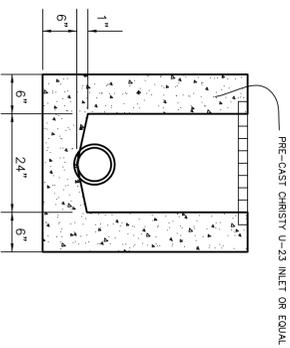
SPLASH BLOCK
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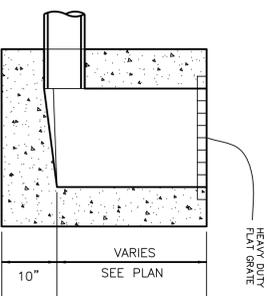
INLET W/ FILTER
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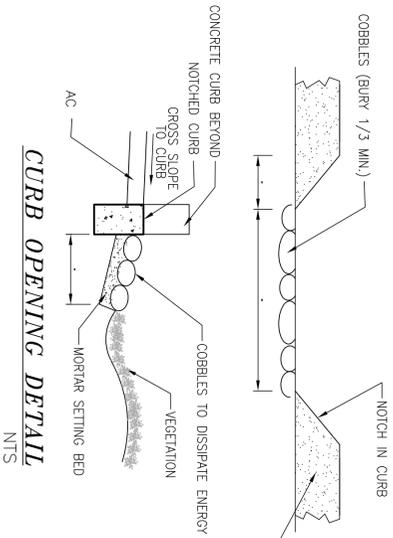
SECTION X-X



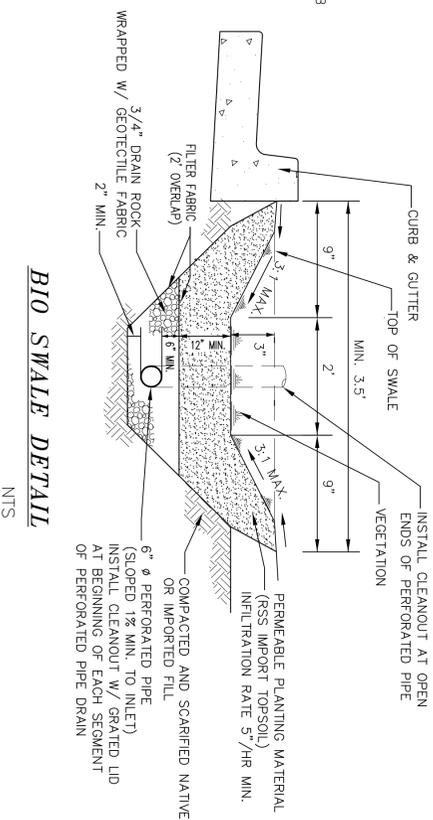
SECTION Y-Y



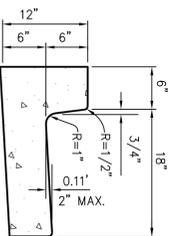
STORM DRAIN INLET
N.T.S.



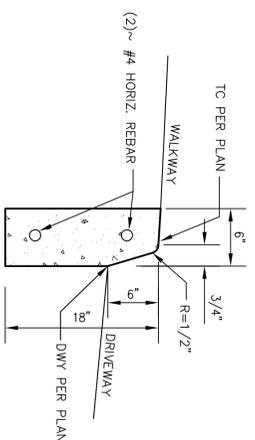
CURB OPENING DETAIL
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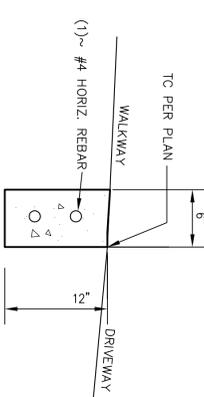
BIO SWALE DETAIL
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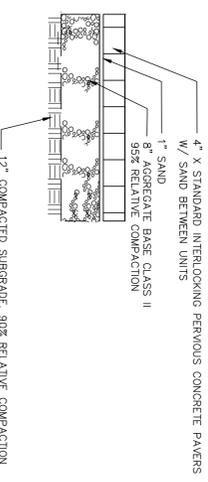
ON SITE CURB & GUTTER
N.T.S.



ON-SITE VERTICAL CURB
N.T.S.

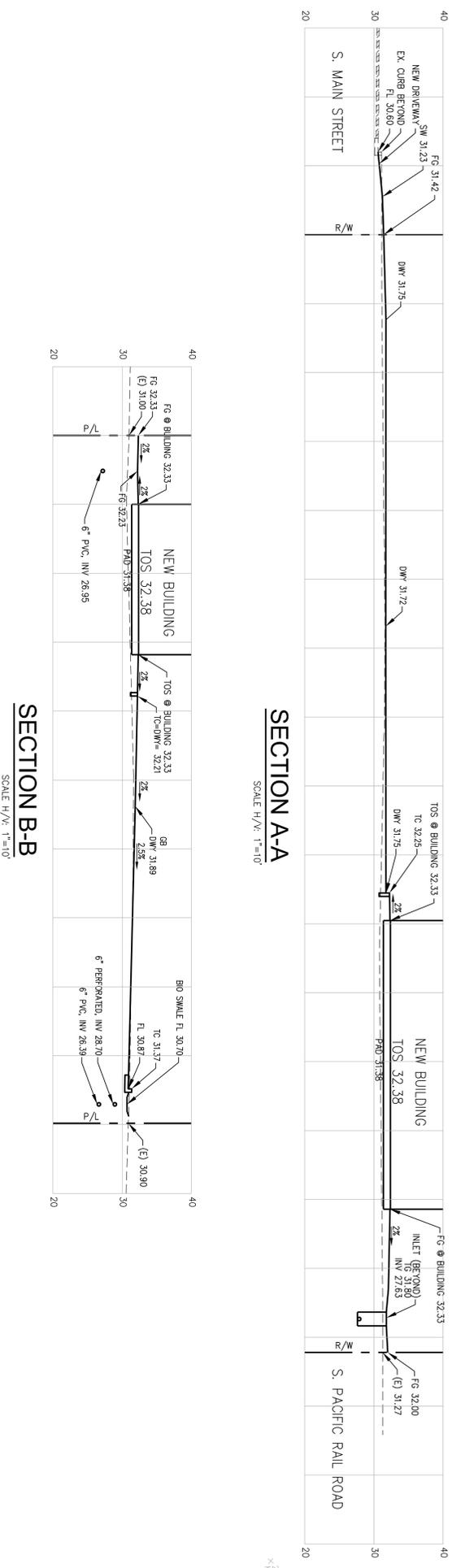


CURB FLUSH W/ DRIVEWAY
N.T.S.



DRIVEWAY AC PAVEMENT DETAIL
N.T.S.

DRIVEWAY, PERVIOUS INTERLOCKING PAVERS DETAIL
N.T.S.



SECTION B-B
SCALE H/V: 1"=10'

CROSS SECTIONS/ DETAILS
1312 S. MAIN STREET
MILPITAS, CA 95035

CONCEPTUAL GRADING AND DRAINAGE PLANS



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DATE: 2008
SMP ENGINEERS
CIVIL ENGINEERS

Revisions:

Date: DECEMBER 10, 2008

Scale: AS NOTED

Prepared by: V.G.

Checked by: S.R.

Job #: 28068

Sheet: 3 OF 4
C-3

PRELIMINARY PLANS
NOT APPROVED FOR CONSTRUCTION



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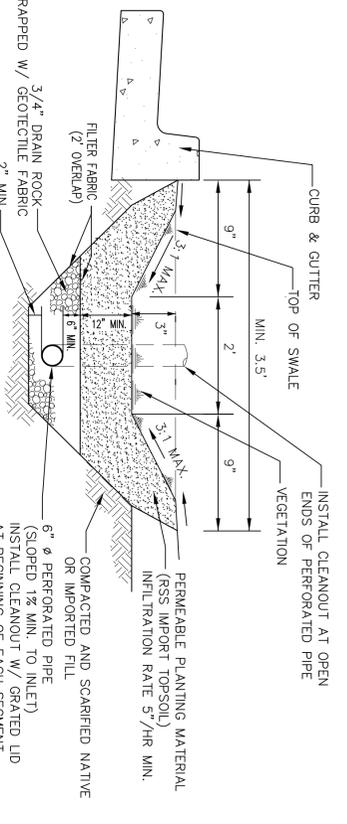
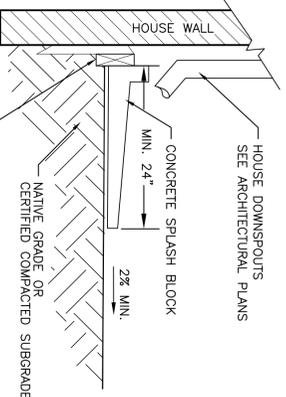
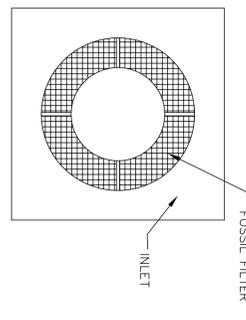
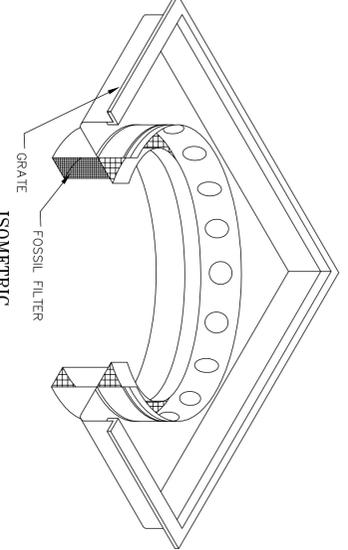
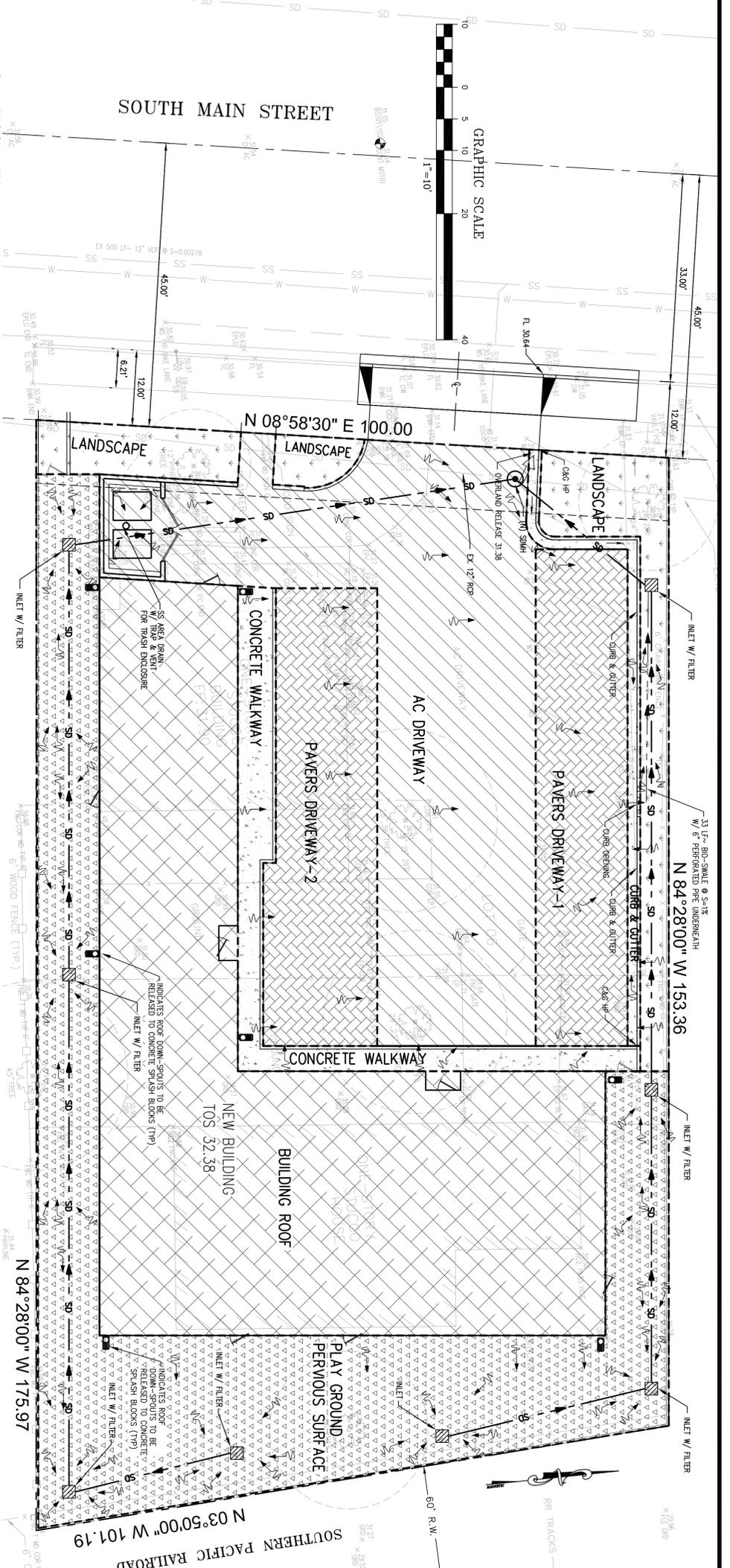
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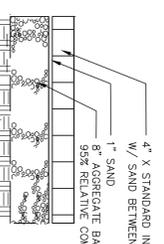
STORMWATER MANAGEMENT PLAN
1312 S. MAIN STREET
MILPITAS, CA 95035
CONCEPTUAL GRADING AND DRAINAGE PLANS

Revisions:

Date: DECEMBER 10, 2008
Scale: " = 10'
Prepared by: V.G.
Checked by: S.R.
Job #: 28068
Sheet: 40F 4
C-4



BIO SWALE DETAIL



DRIVEWAY, PERVIOUS INTERLOCKING PAVERS DETAIL

Pervious Walkways and Driveway Maintenance:

The maintenance activity schedule presented below is based on recommendations provided in the California Stormwater BMP Handbook—New and Redevelopment, and the Interlocking Concrete Pavement Institute Manual (Second Edition).

- a) Keep landscaped areas well maintained.
- b) Prevent soil being washed onto pavement.

The following maintenance activities should be performed 2-3 times per year, following times:

- End of Winter (April)
- Mid-Summer (July/August)
- After Autumn—leaf fall (November)

The following maintenance activities should be performed on as-needed (infrequent) basis, maximum 15-20 years:

- a) If routine cleaning does not restore infiltration rates, then reconstruction of part of the whole or a previous surface may be required.
- b) The surface area affected by any observed hydraulic failure should be lifted for inspection of the internal materials to identify the location and the extent of the blockage.
- c) Surface materials should be lifted and replaced after brush cleaning. Geotextiles may need complete replacement.
- d) Subsurface layers may need cleaning and replacing.
- e) Removed silt may need to be disposed of as controlled weeds.
- f) Repair ruts or deformations in pavement exceeding 1/2-inch or 13 mm.
- g) Repair broken power units that impair the structural integrity of the surface.
- h) Replenish aggregate surface joint materials.

Compliance with NPDES Permit Provision C.3:

The San Francisco Bay Regional Water Quality Control Board (SFROWQCB) incorporated updated requirements into ALAMEDA County's National Pollution Discharge Elimination System (NPDES) Permit in August 06. These updated stormwater quality control requirements are predominantly in the category of new development discharge controls. The Permit requires that permanent, post-construction stormwater quality control measures be implemented as part of development projects.

Updated stormwater quality control measures include:

- Source Control Measures
- Site Design Measures
- Treatment Control Measures

Beginning August 15, 2006, all projects creating or replacing 10,000 sq. ft. or more of impervious surface area must design and install a permanent post-construction stormwater treatment facility. The system must be designed and installed according to numeric sizing criteria.

All projects, regardless of size that create or replace impervious surface may be required to install stormwater quality controls to the maximum extent practicable.

This project proposes to implement appropriate source control and site design measures. The project creates/replaces LESS THAN 10,000 sq. ft. of impervious surface area, therefore, it is not required to provide stormwater treatment facilities based on numeric sizing criteria.

However, the project proposes to implement vegetated swale and fossil filters for inlets as a stormwater treatment measure to maximize the removal of pollutants to the maximum extent practicable.

Source Control Measures:

COVERED TRASH ENCLOSURE W/ AREA DRAIN CONNECTED TO SANITARY SEWER.

Site Design Measures: (C-3 NUMERIC SIZING)

PROJECT WILL CREATE/ REPLACE LESS THAN 10,000 SQ.FT. OF IMPERVIOUS AREAS AND THEREFORE IS EXEMPT FROM NUMERIC SIZING.

Stormwater Treatment Measures:

-FOSIL FILTERS FOR INLETS TO REMOVE PARTICLES FROM STORMWATER REACHING TO THE CITY STORM DRAINAGE SYSTEM.

-ROOF DOWNSPOUTS RELEASED TO SPLASH BLOCKS THAT DEFLECT WATER AWAY FROM THE BUILDING AND FLOW TO ON-SITE PERVIOUS AREAS OR BIO-SWALE.

- BIO SWALE TO REMOVE CHEMICAL POLLUTANT AND PARTICLES, WASHED AWAY FROM PARKING LOT.

-EXTENSIVE PERVIOUS AREAS TO PROMOTE ON-SITE INFILTRATION AS MUCH AS POSSIBLE.

Vegetated Swale (BIO SWALE) Maintenance

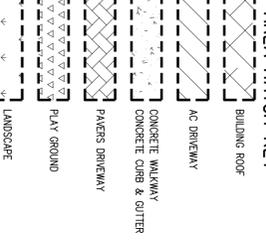
(per California BMP Handbook—New and Redevelopment):

Maintenance activities should include periodic mowing (with grass never cut shorter than the design flow depth), weed control, watering during drought conditions, reseeding of bare areas, and clearing of debris and blockages. Cutting should be removed from the channel and disposed in a local composting facility. Accumulated sediment should also be removed manually to avoid concentrated flows in the swale. The application of fertilizers and pesticides should be minimal.

If channels develop ruts or holes, they should be repaired utilizing a suitable soil that is properly tamped and seeded. The grass cover should be thick; if it is not, reseed as necessary. Any standing water removed during the maintenance operation must be disposed to a sanitary sewer at an approved discharge location. Residuals (e.g., silt, grass cuttings) must be disposed in accordance with local or State requirements. Maintenance of grassed swales mostly involves maintenance of the grass or wetland plant cover. Typical maintenance activities are summarized below:

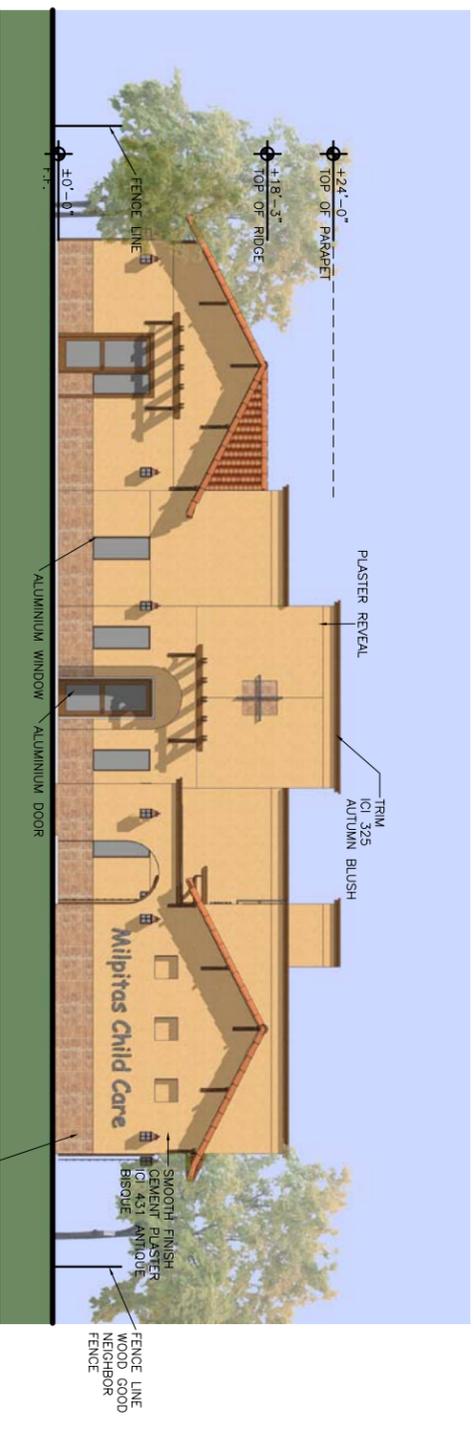
- a) Inspect swales at least twice annually for erosion, damage to vegetation, and sediment and debris accumulation preferably at the end of the wet season to schedule summer maintenance and before major fall runoff to be sure the swale is ready for winter. However, additional inspection after periods of heavy runoff is desirable. The swale should be checked for debris and litter, and areas of sediment accumulation.
- b) Grass height and mowing frequency may not have a large impact on pollutant removal. Consequently, mowing may only be necessary once or twice per year for safety or aesthetics or to suppress weeds and woody vegetation.
- c) Trash tends to accumulate in swale areas, particularly along highways. The need for litter removal is determined through periodic inspection, but litter should be removed prior to mowing.
- d) Sediment accumulating near culvert and in channels should be removed when it builds up to 75 mm (3 in.) at any spot, or covers vegetation.
- e) Regularly inspect swales for pools of standing water. Swales can become nuisance due to mosquito breeding in standing water if obstructions develop (e.g. debris accumulation, invasion vegetation) and/or if proper drainage slopes are not implemented and maintained.

AREA HATCH KEY



POST-CONSTRUCTION IMPERVIOUS AREA CALCULATION

DESCRIPTION	AREA (SQ.FT.)	AREA (ACRES)	PERCENTAGE	MATERIAL
BUILDING ROOF	5,036	0.116	30.6%	ROOFING
CONCRETE WALKWAY	632	0.015	3.8%	CONCRETE
CONCRETE CURB & GUTTER	218	0.005	1.3%	CONCRETE
AC PARKING LOT	3,144	0.072	19.1%	AC PAVEMENT
TOTAL PROJECT IMPERVIOUS AREA	9,030	0.207	54.9%	IMPERVIOUS
PLAY GROUND	3,994	0.092	24.3%	PERVIOUS SURFACE
PAVERS DRIVEWAY-1	1,411	0.026	6.9%	PERVIOUS INTERLOCKING PAVERS
PAVERS DRIVEWAY-2	1,218	0.028	7.4%	PERVIOUS INTERLOCKING PAVERS
LANDSCAPE	1,024	0.024	6.4%	LANDSCAPE
TOTAL PROJECT PERVIOUS AREA	7,407	0.170	45.1%	PERVIOUS
TOTAL SITE AREA	16,437	0.377	100.0%	



WEST SIDE ELEVATION
 MAIN ST



NORTH SIDE ELEVATION

CONSULTANT :
 PROJECT :

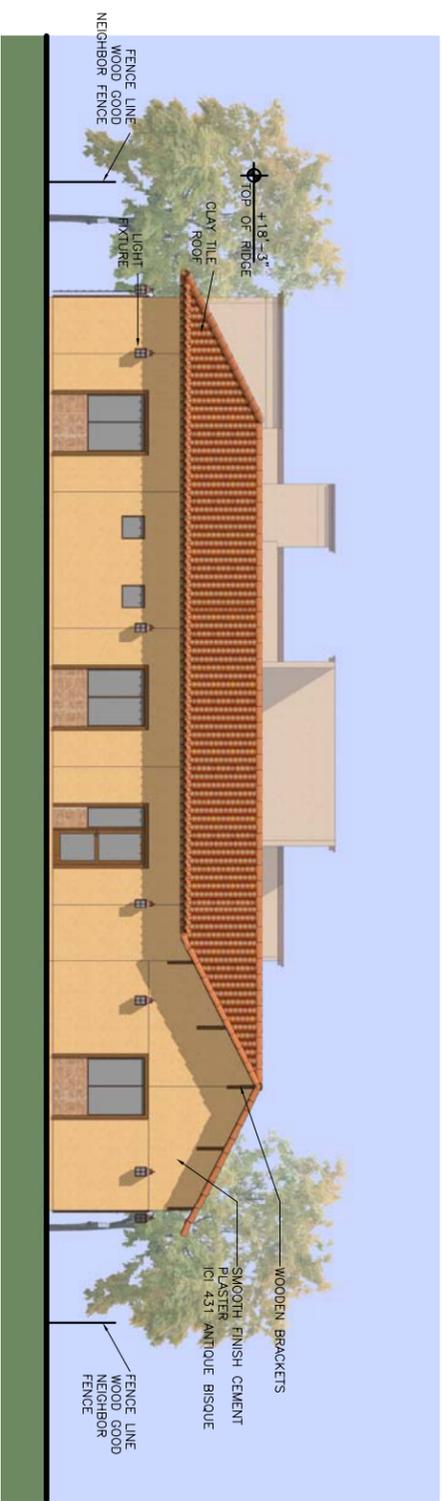
Milpitas
 Child Care
 1312 S. Main St
 Milpitas, CA

GENERAL NOTES :
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DRAWN:	SD
CHECKED:	
DATE:	10/22/08
SCALE:	
JOB No.:	08.09.03
SHEET No.:	A3.1A
SHEETS IN SET	



EAST SIDE ELEVATION
 RAILROAD SIDE

CONSULTANT :

PROJECT :

Milpitas
 Child Care
 1312 S. Main St
 Milpitas, CA

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REVISIONS	BY



SOUTH SIDE ELEVATION

DRAWN: SD

CHECKED:

DATE: 10/22/08

SCALE:

JOB No.: 08.09.03

SHEET No.:

A3.1B

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Claudia Kraehe
Brian Good
Candice Huey
Josselyn Salter
Heather Migut
Marva D Noordzee
Debbie Garcia
Jasmine Recidoro
Alison Whitson

22 October 2008

Ms. Zhen Zhen Li

c/o Shaivali Desai
Salvatore Caruso Design Corporation
980 El Camino Real, Suite 200
Santa Clara, CA 95050
Email: sdesai@caruso-designs.com

Subject: Milpitas Child Care - Milpitas, California
Environmental Noise and Ground-Borne Vibration Assessment
CSA Project No. 08-0460

Dear Ms. Li:

This letter summarizes our environmental noise and ground-borne vibration assessment for the Milpitas Child Care Project located at 1312 South Main Street in Milpitas, California. The purpose of this study is to quantify the noise environment at the proposed site, and ground-borne vibration levels from trains, compare these with applicable City and Federal standards, and suggest conceptual mitigation measures as needed.

Following is the summary of our findings:

- Although the site is exposed to occasional high noise levels and perceptible vibration from trains, the noise and ground-borne vibration environments at the site are consistent with City and Federal standards, respectively, for child care centers.
- While the project is exempt from specific noise level limits at adjacent land uses, the project should consider the adjacent sites when selecting and locating mechanical equipment.

PROJECT DESCRIPTION

The project consists of a child care center for approximately 96 children with associated outdoor playground on the 0.37-acre site (see Figure 1, attached). The site is bordered by an equipment/tool rental company to the north, a vacant commercial site to the south, South Main Street to the west, and an active railroad track to the east. You have indicated that the sites to the north and south are zoned for future high density residential with transit oriented development, and the vacant lot across South Main Street to the west is zoned for commercial development.

Based on the site plan provided, the children's play yard will be located as close as 30 feet from the adjacent railroad track, and the child care building will be as close as 45 feet from the track. The nearest at-grade railroad crossing is approximately 800 feet to the north at the intersection with Great Mall Parkway.

ACOUSTICAL CRITERIA

City of Milpitas General Plan

The Noise Element of the Milpitas General Plan, updated March 2002, contains land use compatibility guidelines for environmental noise in the community. Noise levels are characterized in terms of Day/Night Average Sound Levels (DNL¹). The guidelines do not specifically address child care centers; however an exterior DNL of 70 dB or lower is identified as *normally acceptable* for schools and playgrounds.

Policy 6-I-15 of the General Plan states the following: "Promote installation of noise barriers along highways and the railroad corridor where substantial land uses of high sensitivity are impacted by unacceptable noise levels."

City of Milpitas Municipal Code

Section V-213-3 of the City of Milpitas Municipal Code limits the generation of *disturbing noise*² at residential property lines between the hours of 10:00 PM and 7:00 AM. In addition, this section limits construction noise to between 7:00 AM and 7:00 PM, daily.

Federal Transit Administration (FTA)

A document entitled "Transit Noise and Vibration Impact Assessment", published by the Federal Transit Administration (FTA) of the United States Department of Transportation in May of 2006, provides impact criteria for ground-borne vibration due to rail lines adjacent to various land uses. While guidelines are intended to help assess the potential impact of new rail projects adjacent to existing sites, they are also used frequently to help assess the compatibility of new projects near existing rail lines. Following is a summary of the guidelines for institutional land uses.

- Frequent Events (more than 70 per day) – 75 VdB³
- Occasional Events (between 30 and 70 per day) – 78 VdB

¹ Day/Night Average Sound Level (DNL) — A descriptor established by the U.S. Environmental Protection Agency to describe the average day-night level with a penalty applied to noise occurring during the nighttime hours (10 pm - 7 am) to account for the increased sensitivity of people during sleeping hours.

² Disturbing Noise is defined as "any sound or vibration caused by sound which occurs with such intensity, frequency or in such a manner as to disturb the peace and quiet of any person."

³ RMS Vibration Velocity Level in VdB relative to 10⁻⁶ inches/second.

- Infrequent Events (fewer than 30 per day) – 83 VdB

The document states: “One of the major problems in developing suitable criteria for ground-borne vibration is that there has been relatively little research into human response to vibration, in particular, to human annoyance with building vibration.” For reference, the document identifies the threshold of perception for humans to be around 65 VdB.

ENVIRONMENTAL NOISE AND GROUND-BORNE VIBRATION ENVIRONMENT

Noise Environment

To quantify the existing noise environment, two long-term monitors continuously measured sound levels at the site between the 3rd and 9th of September 2008. Table 1 summarizes existing average noise levels at the site.

Table 1: Existing Noise Environment

Site	Location	Date/Time	DNL
M1	South Main Street Approximately 50 feet east of roadway centerline, along northern property line	3 to 9 September 2008	67 dBA ⁴
M2	Railroad Track Right of Way Approximately 45 feet south of the northern property line, adjacent to the railroad track	4 to 9 September 2008	61 dBA

The noise monitors recorded audio samples when maximum sound levels exceeded preset thresholds. During the measurement period, the threshold was set at 70 dBA and six events identified as trains generated maximum sound levels between 82 and 100 dBA at the eastern property line. Maximum measured levels from trains are summarized in Table 2, below.

Table 2: Measured Maximum Sound Levels from Trains along the Eastern Property Line

Date	Time	Lmax
5 Sept 08	7:28 AM	84 dBA
5 Sept 08	12:55 PM	100 dBA
8 Sept 08	10:01 AM	93 dBA
8 Sept 08	2:05 PM	91 dBA
8 Sept 08	5:30 PM	100 dBA
9 Sept 08	8:35 AM	82 dBA

⁴ A-Weighted Sound Level — A term for the A-Weighted sound pressure level. The sound level is obtained by use of a standard sound level meter and is expressed in decibels. Sometimes the unit of sound level is written as dB(A).

An equipment/tool rental company is located adjacent to the northern property line. Noise levels from activity on this site vary, depending on the location and type of generating source. The types of noises observed from the site included trucks moving on-site, as well as equipment engines from smaller machinery.

Ground-Borne Vibration Due to Rail

On 5 September 2008, we measured ground-borne vibration from trains passing the site at the proposed setback of the day care building, approximately 45 feet west of the track. During the time of our measurements, train passbys occurred at 7:30 AM and 12:55 PM. Each consisted of two engines facing opposite directions, one presumably pulling the other, and no rail cars. Measured maximum ground-borne vibration levels were 80 and 79 VdB, respectively. While perceptible, the measured levels are within the guidelines established by the FTA for tracks used infrequently. Therefore, mitigation measures are not needed.

ANALYSIS AND RECOMMENDATIONS

Land Use Compatibility

Average environmental noise levels (DNL) at the site fall into the *normally acceptable* category for child care centers, based on the land use compatibility guidelines outlined in the General Plan. The owner should be aware that trains passing will generate high sound levels and perceptible vibration. In addition, the child care center will be exposed to intermittent noise from vehicles and machinery associated with the equipment/tool rental company.

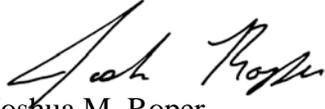
Noise from Children and Operations

Noise levels from children playing outdoors will vary significantly, depending on the type and location of activity. We understand that the day care center will be used during daytime hours (between 7:00 AM and 10:00 PM). Therefore, the project is expected to comply with the City's Municipal Code requirements (the project is not expected to generate *disturbing noise* at residential sites during nighttime hours). Audible noise from children playing and child care operations is expected to be audible at adjacent properties during outdoor play and at other times.

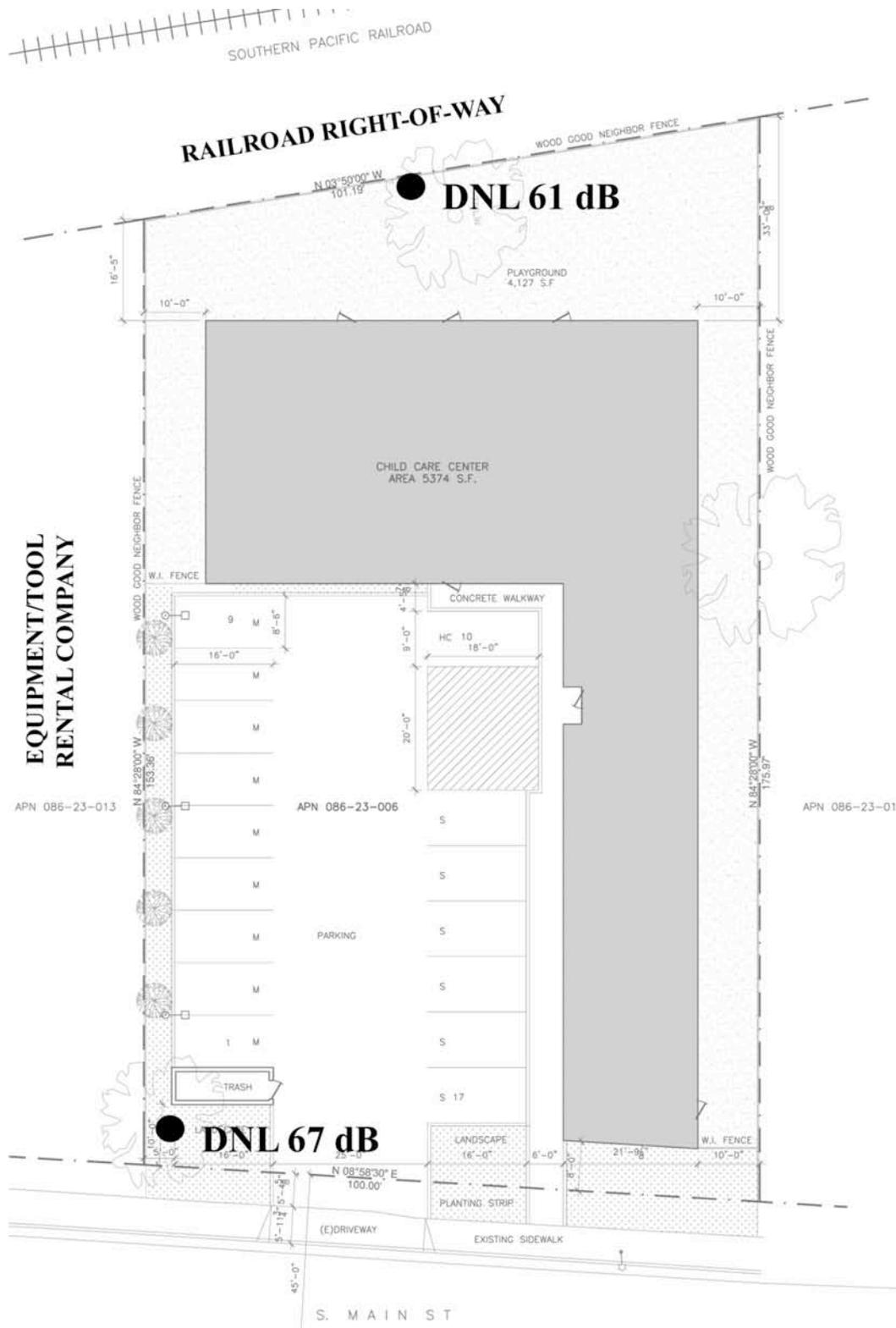
The project will include rooftop mechanical equipment shielded from neighboring properties by a parapet wall. Assuming equipment is located near the middle of the roof and generates approximately 80 dBA at a reference distance of 3 feet, the parapet wall would reduce calculated noise levels at adjacent ground-level receivers to approximately 55 dBA. As the design proceeds, the project should consider noise levels from mechanical equipment as they affect neighboring properties.

Ms. Zhen Zhen Li
October 22, 2008
Page 5

Sincerely,
CHARLES M. SALTER ASSOCIATES, INC.

A handwritten signature in black ink, appearing to read "Josh Roper". The signature is fluid and cursive, with the first name "Josh" and last name "Roper" clearly distinguishable.

Joshua M. Roper
Principal Consultant



● INDICATES APPROXIMATE NOISE MEASUREMENT LOCATION
 NOTE: DRAWING PROVIDED BY OTHERS; NOT TO SCALE

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 FOR ACOSUTICAL DESIGN INFORMATION ONLY

MILPITAS CHILD CARE SITE PLAN INDICATING EXISTING NOISE ENVIRONMENT

FIGURE 1

Project No. 08-0460
 JMR

ERAS

Environmental, Inc.

1533 B Street

Hayward, CA 94541

(510) 247-9885 Facsimile: (510) 886-5399

info@eras.biz

**PHASE I ENVIRONMENTAL SITE ASSESSMENT
1312-1316 South Main Street
Milpitas, California
ERAS Project Number 08107**

Prepared for:

**Ms. Zhen Li
18801 Bell Grove Circle
Saratoga, California 95070**

Prepared by:

ERAS Environmental, Inc.
September 15, 2008

ERAS

1533 B Street

Environmental, Inc.

Hayward, CA 94541

(510) 247-9885 Facsimile: (510) 886-5399

info@eras.biz

September 15, 2008

Ms. Zhen Li
18801 Bell Grove Circle
Saratoga, California 95070

Re: **PHASE I ENVIRONMENTAL SITE ASSESSMENT**
1312-1316 South Main Street, California
ERAS Project Number 08107

Dear Ms. Li:

ERAS Environmental (ERAS) is pleased to provide you with the attached Phase I Environmental Site Assessment (ESA) for the above referenced Property. The assessment included a visual reconnaissance of the Property, a review of environmental databases for nearby sites, a review of historical maps and aerial photographs, an interview with the owner of the Property and a review of building, fire and health department records for the Property. Conclusions and recommendations presented in our report were based upon the completion of these activities.

If you have any questions regarding the information in this report, please don't hesitate to call us. It has been a pleasure working with you on this project.

Sincerely,
ERAS Environmental, Inc.



David Siegel, R.E.A. II 20200
Project Manager


William K. McIntosh, R.E.A I 08279
Senior Staff Geologist

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APPENDICES

- A Environmental Professional's Resume and Certification
- B Location and Site Maps
- C Property Photographs
- D FSTC Environmental FirstSearch Report
- E ASTM Transaction Screen and Environmental Site Assessment Questionnaire
- F Case Closure for Adjacent Site

1.0 INTRODUCTION

1.1 Purpose and Scope

This Phase I Environmental Site Assessment (ESA) was performed to identify, to the extent feasible, recognized environmental conditions in connection with the subject site (cited hereinafter as the "Property"). The protocol utilized for this assessment is in general accordance with the requirements of ASTM Standard E 1527-05.

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in §312.10 of this part.

We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312. This protocol utilized for this assessment is in general accordance with the requirements of ASTM Standard E 1527-05.

The environmental professional's resumes and certification is included in **Appendix A**.

The assessment included four main components: Records Review, Historical Use Information Review, Visual Reconnaissance of the Property and Interviews, and Report Preparation. The purpose of the records review is to obtain and review records that will help identify recognized environmental conditions in connection with the Property. The objective of the visual reconnaissance is to obtain information indicating the likelihood of identifying recognized environmental conditions in connection with the Property. The objective of the interviews is to obtain additional information indicating recognized environmental conditions in connection with the Property. The report includes documentation to support the analysis, opinions and conclusions as presented.

1.2 Authorization

Authorization to perform this assessment was provided by Ms. Zhen Li on August 27, 2008, in response to ERAS proposal dated August 26, 2008.

1.3 Limitations and Exceptions

ERAS has performed the services for this project in accordance with our proposal, and in accordance with current standards of the American Society for Testing and Materials (ASTM) for Phase I Environmental Site Assessments (ASTM standard E1527-05). No guarantees are either expressed or implied.

The investigation was limited to a search for *recognized environmental conditions*. The term *recognized environmental condition* means the presence or likely presence of any hazardous substances or petroleum products on the Property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the Property or into the ground, groundwater, or surface water of the Property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include *de minimis* conditions that generally do

not present a material risk of harm to public 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.

There is no investigation, which is thorough enough to preclude the presence of hazardous materials, which presently, or in the future, may be considered hazardous at the Property. Because regulatory evaluation criteria are constantly changing, concentrations of constituents presently considered low may, in the future, fall under more stringent regulatory standards that require remediation.

The visual reconnaissance was limited to observation of surface conditions at the Property. *Reasonably ascertainable* information was obtained. This information is publicly available and obtainable from its source within reasonable time and cost constraints, and is reasonably reviewable. This approach reflects current ASTM standards unless the information obtained as part of this work suggests the need for further investigation. No warranty or guarantee of Property conditions is intended.

The investigation addressed recognized environmental conditions at the Property. However, certain conditions, such as those listed below, may not be revealed:

- 1) naturally occurring toxic materials in the subsurface soils, rocks, water or toxicity of on site-flora;
- 2) toxicity of substances common in current habitable environments, such as stored household products, building materials, and consumables;
- 3) biological pathogens;
- 4) contaminant plumes below sampled or observed surface levels, originating from a remote source;
- 5) constituents or constituent concentrations that do not violate present regulatory standards, but may violate future standards;
- 6) unknown impact to the Property, such as "midnight" dumping and/or accidental spillage which may occur following the visual reconnaissance of the Property by ERAS.

Opinions and judgments expressed herein, which are based upon our understanding and interpretation of current regulatory standards, should not be construed as legal opinions.

2.0 PROPERTY DESCRIPTION

2.1 Location and Jurisdiction

The subject property (hereinafter the "Property") consists of one approximately 16,000-square foot parcel located on the east side of South Main Street, in Milpitas, Santa Clara County, California. The Property is situated approximately 400 feet south of the intersection of South Main Street and Great Mall Parkway, and is identified by Santa Clara County Assessor's Office as Assessor's Parcel Numbers (APN) 086-23-006. The owners of record are Myron and Helen Jorgensen.

The 1 Mile Radius Map included as a site location map in **Appendix B** shows the location of the Property. Current photographs showing important details of the Property are included in **Appendix C**.

2.2 Property Description

An ERAS representative visited the Property on September 7, 2005. At the time of the site visit, the Property was developed with two 1-story structures, one used as a veterinary clinic and the second as a residence. Both structures appeared to be of wood frame and stucco construction on concrete slab foundations. The approximately 1,210-square foot residence, located on the east portion of the parcel, was occupied and not available for entry by ERAS. The Property is bounded to the west by South Main Street and to the east by Southern Pacific Railroad right-of-way. A Kinder Morgan petroleum pipeline is marked between the eastern Property boundary and the railroad. Access to the Property was by a driveway off South Main Street.

The 1,490 square foot veterinary clinic was located on the west side of the parcel, adjacent to South Main Street. The interior of the veterinary clinic contained a reception area and office space as well as exam rooms, surgery, and wards (or cage rooms). The floors were predominantly covered with sheet vinyl flooring. Carpet was observed in the office area. Ceilings were surfaced with acoustic "popcorn" material. An X-ray machine was located in an exam room near the center of the building.

The exterior portions of the Property consisted of an asphalt driveway and parking area on the north side of the veterinary clinic and a landscape area on the west side adjacent to South Main Street. A covered, concrete floored kennel was located adjacent to the exterior east side of the veterinary clinic. In addition, a fenced dumpster enclosure was located adjacent to the northeast side of the clinic. The remainder of the exterior portions of the Property was bare earth. The ground surface of the exterior portions of the Property generally appeared to be in good condition, with minor cracking noted in the parking area. The exterior building materials on the clinic appeared to be in fair condition, while the stucco on the residence appeared to be in fair to poor condition.

Various pharmaceuticals in 1-quart or less sized containers were noted in the exam rooms and in storage areas on the east side of the building. X-ray film developer and waste photo processing liquids were in a shower stall located in the restroom. Waste photo processing material was stored in an approximately 10-gallon plastic container in the shower stall, and is reportedly periodically disposed of through a recycler. Four compressed gas cylinders were observed on the Property. One compressed oxygen cylinder was in use in the operating room, and an empty nitrous cylinder

was located in an adjoining exam room. Two small reportedly empty oxygen cylinders were located outside in the kennel on the west side of building, along with small quantities of paints and household care products. Three empty 1-gallon plastic gasoline cans were observed at various locations on the Property.

According to the Property owner, Dr. Myron Jorgenson, the water and sewer services are provided by the City of Milpitas. The Pacific Gas & Electric Company (PG&E) provides gas and electric service.

With the exception of compressed gases, small quantities of household care products, and photo processing chemicals, no hazardous materials were observed at the Property. Groundwater production wells, monitoring wells, drywells, sumps, or pits were not observed on the Property by ERAS. No evidence of above ground storage tanks (ASTs), or below ground storage tanks (USTs) was noted. No evidence of leakage, spillage or dumping of regulated material was observed on the Property by ERAS.

A Site Plan (**Figure 2**) illustrating important features of the Property is included in **Appendix C**. Observations made by ERAS at the time of the site visit are shown on the site reconnaissance checklist in **Appendix E**.

2.3 Property Use

Based on aerial photographs, the Property was developed as early as 1956 for agricultural use and may have had small buildings on the Property or in the vicinity as early as the late 1800's. Former residential size buildings were demolished in 1961. The current residence and veterinary hospital were constructed in 1962 and have been used consistently for these purposes. See additional information in **Section 4.0, Historical Use Information**.

2.4 Suspect ACM/PCBs/Lead Paint/Lead in Drinking Water

Asbestos

Based on the approximate construction date of the buildings (1962), it is likely that asbestos containing materials (ACM) are present. Typical materials observed that are considered suspect ACM included but are not limited to sheet rock, joint and taping compound, surfacing materials, vinyl flooring, mastic, and roofing material. The materials observed generally appeared to be in good condition.

ACM may become a hazard if the materials are disturbed during demolition, renovation or remodeling activities. All materials suspected to contain asbestos should be sampled and analyzed prior to activities that could damage them.

PCBs

An above ground transformer was not observed on the Property. However, an in-ground PG&E high voltage vault, likely containing a transformer, was located in the landscape area on the west side of the Property. The vault appeared to be in good condition. All unlabeled transformers are considered (Federal Regulation 40 CFR 761.40) to be PCB-contaminated (i.e., containing between 50 and 500 ppm PCB). Federal Regulations (40 CFR 761. Subpart G) require any release of material containing greater than 50 ppm PCB and occurring after May 4, 1987, be cleaned up by the Owner

(PG&E) following the United States Environmental Protection Agency's (USEPA) PCB spill cleanup policy.

Fluorescent light fixtures were noted at the Property. Some fluorescent light fixture ballasts use PCBs. The light fixtures appeared to be in good condition no evidence of leakage. There was no other indication that PCB containing equipment is currently used on the Property.

Lead Paint

Based on the age of the building, it is likely that lead-based paint would have been used in this structure. Painted surfaces observed at the Property were noted to be in good to fair condition at the time of the site visit.

Lead in Drinking Water

A survey of the building for lead in drinking water was not requested in the Scope of Work for this assessment.

2.5 Physical Setting

The site is located in the northern part of Santa Clara County, approximately 3.5 miles southeast of the San Francisco Bay, and lies within the Coast Ranges California Geomorphic province. The ground surface elevation at the Property is approximately 33 feet above Mean Sea Level (MSL) according to the 1980 United States Geological Survey (USGS) Milpitas Quadrangle Topographic Map. Surface topography in the immediate vicinity of the Property is relatively level, with a gentle, west-northwesterly downward slope. The nearest mapped surface body of water is the Penatencia Creek, located approximately 300 feet to the west of the Property. However, a flood control channel lies approximately 60 feet to the east.

2.6 Geologic and Soil Conditions

The eastern portion of the San Jose Plain, where the subject site is located, contains fine-grained alluvial sediments that represent distal deposits of alluvial fans that were deposited by rivers draining upland surfaces to the west and east of the Property. The area is in close proximity to the Berryessa Alluvial Apron and Warm Springs Alluvial Apron that were formed along the base of the East Bay Hills by streams draining the upland surfaces (DWR, 1967). This Quaternary age (< 500,000 years old) alluvium is composed of gravel, sand, silt and clay, and various mixtures of these grain sizes, all of which are generally unconsolidated. These sediments likely underlie the subject site at depths of less than 100 feet.

Beneath the Quaternary age alluvium, are older alluvial fan deposits of Upper Pliocene to Lower Pleistocene age (0.5 - 5 million years old) known as the Santa Clara Formation. The sediments comprising this unit are poorly-sorted, lenticular beds of gravel, sand, silt and clay (Goldman, 1967). Franciscan Formation rocks of probable Cretaceous age (70 - 150 million years old) form the bedrock surface beneath the sediments filling the Santa Clara Valley. These rocks consist of interbedded sandstone and shale, limestone, chert and metavolcanic rock. This unit may be as much as 50,000 feet thick.

2.7 Groundwater Conditions

The Property is located in an area known as the Bay Plain, which is a subarea of the Santa Clara

Valley Groundwater Basin (Department of Water Resources, 1967). The regional groundwater flow generally follows the topography, moving from areas of higher elevation to areas of lower elevation. Depth to groundwater and flow direction have not been determined at the Property. However, based on topography, the groundwater flow direction in the site vicinity is expected to be westerly.

3.0 REGULATORY AGENCY RECORDS REVIEW

3.1 Standard Federal and State Environmental Record Sources

Groundwater provides the primary migration route for subsurface contamination from off-site sources to the Property. Based on topography, the regional direction of groundwater flow in the area of the Property is inferred to be westerly.

Only the sites that are directly up-gradient or in close proximity (adjacent) are usually considered to pose a threat to subsurface environmental conditions under the Property. The potential impact of off-site contaminants to the Property are based on the type of chemical released, the severity of the release, status of remediation or cleanup, and nature of the groundwater in the area of impact and area of the Property.

Sites where groundwater is known to be impacted are listed on a variety of Federal and State databases and are the cases most likely to affect other nearby parcels. These databases include the National Priority List (NPL), Superfund (CERCLIS) and State-Sites lists. Sites that have caused groundwater contamination from fuel (petroleum) leaks and solvent leaks are reported on the Leaking Underground Storage Tank List (LUST).

Fuel hydrocarbons generally do not migrate as readily as other chemicals such as certain solvents; consequently, reported fuel leak sites at distances greater than ½ mile from the Property are not considered imminent threats and are not plotted on database maps. Leaks from underground storage tank sites are the most common source of local contamination. Leaks of this type generally do not extend down-gradient more than approximately 500 feet (approximately 1/10 mile) except under unusual conditions. All toxic sites within a 1 mile radius are plotted and reviewed to determine potential threats to the Property.

Databases searched for specified radii around the Property also include listed facilities that treat, store, transfer or dispose of hazardous waste (RCRATSD), large (RCRA-GEN) generators of hazardous waste, reported spills of hazardous materials (ERNS, State Spills) sites containing registered underground storage tanks (REG UST).

Information from standard Federal and State environmental databases was provided to ERAS by Environmental FirstSearch Technology Corporation (FSTC) of California. Data from governmental agency lists are updated and integrated into one database, which is updated as these data are released. This integrated database also contains postal service data in order to enhance matching of street addresses. Records from one government source are compared to records from another to clarify any address ambiguities. The demographic and geographic information available provides assistance in identifying and managing risk. The accuracy of the geo-coded locations is +/- 300 feet.

Maps in the FSTC report show the locations of all sites identified relative to the location of the Property. The Property is indicated as TP (Target Property) on the database.

Federal

List Type

Approximate Search Distance in Miles

NPL	1.0
CERCLIS	0.5
NFRAP	0.12
RCRA TSD	0.5
RCRA COR	1.0
RCRA GEN	0.25
RCRA NLR	0.12
ERNS	0.12

State

<u>List Type</u>	<u>Approximate Search Distance in Miles</u>
State/Tribal Sites	1.0
Spills-1990	0.12
State/Tribal SWL	0.5
PERMITS	0.25
OTHER	0.25
State/Tribal REG UST/AST	0.25
State/Tribal Leaking UST	0.5

3.2 Findings From Database Review

The Property was not identified on any of the databases searched for this assessment. One adjacent site was identified on the various databases by the FSTC report. "A Tool Shed" at 1300 South Main Street is immediately north side of the Property and was identified on the PERMITS, LUST, and UST databases. This facility will be discussed further in Section 3.3.

A summary of the findings from the FSTC environmental database search is provided on the following pages. The summary is presented in the order of the database listing on **Page #1** of the FSTC report.

The locations of the other identified sites, relative to the Property, are shown on the **1 Mile Radius, .5 Mile Radius and .25 Mile Radius** maps in the FSTC Report in **Appendix D**.

Federal Lists

Federal NPL The National Priorities (Superfund) List is the federal EPA database of uncontrolled or abandoned hazardous waste sites identified, or proposed, for priority remedial actions under the Superfund Program.

No NPL or proposed NPL sites were identified within 1 mile of the Property.

CERCLIS Listing

The EPA maintains a database of potentially hazardous waste sites that have been reported to the US EPA by states, municipalities, private companies and private persons. CERCLIS contains sites, which are either proposed, or on the NPL list and sites which are in the screening and assessment phase for possible inclusion on the NPL.

One CERCLIS sites was identified within ½ mile of the Property. Kaiser Refractories Division

Laboratory at 1600 South Main Street is located nearly 1/3 mile to the southwest, in a down-gradient direction. Based on distance and direction provided, it is unlikely that this facility poses an environmental risk to subsurface conditions beneath the Property

NFRAP Listing

This list is a compilation of sites, which the EPA has investigated or is currently investigating for a release or threatened release of hazardous substances. Sites on the NFRAP database may be locations where, following initial investigations, contamination was removed or determined to be not serious enough to require Superfund consideration.

One NFRAP site was identified within 1/2 mile of the Property. Although mapped adjacent to the Property, the Ford Motor Company at 1100 South Main Street was located approximately 1,200 feet to the east-northeast. This site also appears on the STATE, SPILLS, OTHER and RCANLR databases. According to FSTC, this facility is a former auto manufacturing site with a reported release of halogenated solvents to the subsurface. This facility will be discussed further in **Section 3.3**.

RCRA TSD Facilities Listing

The federal RCRA Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA TSD database is a compilation of reporting facilities that transport, treat, store and dispose of hazardous waste.

No RCRA TSD sites were identified within 1 mile of the Property.

RCRA COR Listing

The EPA maintains this database of sites that have been subject to a Corrective Action order under the Resource Conservation and Recovery Act (RCRA).

No RCRA COR sites were identified within 1 mile of the Property.

RCRA Generators Listing

The EPA's Resource Conservation and Recovery Act (RCRA) Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Generators database is a compilation by the EPA of reporting facilities that generate hazardous waste. The database is separated into large generators (RCRIS-LG) and small generators (RCRIS-SG).

Seven RCRA GEN generator sites were identified on this database within a 1/4-mile radius of the Property. The closest facility, FCC Carstar Auto Body at 1416 South main Street is located approximately 550 feet southwest from the Property in a down-gradient direction. **None** of the RCRA listings provided information pertaining to potential chemical releases. Based on the information provided, these sites are not considered likely to pose a threat to subsurface environmental conditions beneath the Property.

RCRA NLR listing

The EPA's Resource Conservation and Recovery Act (RCRA) Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Generators includes NLR (No

Longer Listed) sites, which generate less than 100Kg of hazardous waste per month and do not meet other RCRA requirements.

No RCRA NLR generator sites were identified within a 1/8-mile radius of the Property.

Emergency Response Notification System (ERNS)

The Emergency Response Notification System (ERNS) is a national database used to collect information on reported releases of oil or hazardous substances.

One ERNS spill sites were identified on within a 1/4-mile radius of the Property. Capitol Avenue at Main Street is located approximately 500 feet north of the Property. According to FSTC, a spill of 25 gallons of diesel was reported at this location in 1988. Based on distance and direction, it is unlikely that this event impacted the Property adversely.

State Lists

State Sites, California CERCLIS-Equivalent SCL Listing

The California Environmental Protection Agency, Department of Toxic Substances Control (CalEPA DTSC), maintains an inventory of facilities that are subject to investigations concerning likely or threatened releases of hazardous substances. Sites that were formerly listed in Abandoned Sites Project Information System (ASPIS), and Bond Expenditure Plan (BEP) Cal-Sites and CORTESE sites are now included in the **State Sites** database report. Approximately 1% of these sites are known to be significantly contaminated at the current time. Remedial cleanup work has been completed at the majority of these sites, which are identified as requiring no further action. Currently, only about 300 of these cases are identified as active hazardous substance release sites.

Eleven (11) State Sites were identified within 1 mile of the Property. The closest facility, the Ford Motor Company at 1100 South Main Street will be discussed further in **Section 3.3**. **One** site has been certified and **two** have been listed as no further action required. According to FSTC, the soil below this facility has been impacted by tetrachloroethylene (PCE) and total petroleum hydrocarbons as diesel (TPHD). The Department of Toxic Substance Control (DTSC) has approved a remediation plan involving the removal of 800 cubic yards of impacted soil. Based on distance and direction, it is unlikely that this or the remaining State Sites would pose a risk to subsurface environmental conditions beneath the Property.

Spills-1990, California Hazardous Materials Incident Report System

The California Office of Emergency Services listing contains information on reported hazardous materials incidents (accidental releases or spills).

One Spills-1990 sites were identified within 1/8 mile of the Property. The Ford Motor Company at 1100 South Main Street will be discussed further in **Section 3.3**.

SWL, Solid Waste Information System and Waste Management Unit Database

The Integrated Waste Management Board and the State Water Resource Control Board maintain databases of active, closed and inactive landfills, waste management information, SWAT Program information, Chapter 15 Information, TPCA and RCRA Program information.

Two SWL sites were identified within 1/2 mile of the Property. Both listings are for the Tire Salvage and Wheel Corporation at 1680 South Main Street, more than 1/4-mile to the south. According to FSTC, this facility is a waste tire location. Based on distance and information provided, it is unlikely that this facility would pose a threat to subsurface environmental conditions beneath the Property.

REG UST/AST, Regulated Underground Storage Tank and Above Ground Storage Tanks

The State Water Resource Control Board maintains a list of active UST/AST Facilities.

One UST/AST listings were noted on this database within 1/4 mile of the Property. A Tool Shed at 1300 South Main Street is immediately north side of the Property and was identified on the PERMITS, LUST, and UST databases. This facility will be discussed further in **Section 3.3**.

Leaking UST Listing

The California EPA and Regional Water Quality Control Board (RWQCB) generate and maintain lists of reported leaking underground storage tank (LUST) sites. Fuel leak sites rarely affect an area more than 1/8 mile from its source except under unusual conditions. Most contamination from these sites is confined to areas within 500-700 feet of the leak source.

Eleven (11) LUST sites were identified within 1/2 mile of the Property. **One** site, A Tool Shed at 1300 South Main Street is immediately north side of the Property will be discussed further in **Section 3.3**. **Nine** sites are identified as Closed Cases, and as such would not be considered to pose a threat to the Property. The remaining site is located nearly 1/2-mile to the southwest, cross to down gradient of the Property. Based on distance, it is unlikely that the subsurface at the property has been adversely impacted by this facility.

None of the other identified sites were located in close proximity and/or up-gradient of the Property, and are not considered likely to pose a threat to subsurface environmental conditions beneath the Property.

State/Tribal VCP: CA EPA SMBRPD / CAL SITES- The California Department of Toxic Substances Control (DTSC) has developed an electronic database system with information about sites that are known to be contaminated with hazardous substances as well as information on uncharacterized properties where further studies may reveal problems.

One VCP site was located within 1/2 mile of the Property. This site was not located in close proximity or in a direction up-gradient from the Property. Based on the distance and direction, this site is not considered likely to pose a risk to subsurface environmental conditions beneath the Property.

Permits, City or County permits database maintained for hazardous materials storage, usage and disposal permits within their jurisdiction.

Five Permits sites were listed in this database within 1/4 mile of the Property. **One** site, A Tool Shed, is located adjacent to the north side of the property and will be discussed in **Section 3.3**. The remaining listing is for Tan-Damian Prof. Dental Corp at 1252 South Abel Street. This facility is

identified as having disposed of hazardous materials under a hazardous waste manifest. Based on the information provided, it is unlikely that these facilities pose a threat to subsurface environmental conditions beneath the Property.

OTHER, sites not falling into other categories in this database.

No OTHER sites were listed in this database within 1/4 mile of the Property.

3.3 Off-site Sources and Agency File Reviews

Files for two nearby sites were reviewed based on their location adjacent to or potentially up-gradient relative to the Property.

A Tool Shed at 1300 South Main Street

Based on proximity and/or case status, files for one adjacent site, A Tool Shed at 1300 South Main Street were requested from the local regulatory agencies and accessed on line. This facility is located immediately north of the Property and was identified on the Permits, UST, and LUST databases by FSTC. FSTC identifies this facility as an active UST site that has disposed of hazardous waste under a hazardous waste inventory. In addition, FSTC identified this facility as a closed LUST case with a release of gasoline to the soil in 1990. No files pertaining to this facility were found at the Santa Clara County Department of Environmental Health, either by staff or in their online database. The RWQCB GeoTracker online database, the LUST case involving A Tool Shed was closed in 1994; however, no documentation regarding the details of the case were available. Files pertaining to the site were found on the MFD website.

According to MFD files, the adjacent site, Tool Shed (Tool Shed) has a current HMBP, submitted in 2008, which states that Tool Shed stores hazardous materials in the form of gasoline, diesel, various oils, coolant, and safety Kleen solvent on its property. The materials are stored in 55-gallon or less sized containers, and no ASTs or USTs are currently on site. Hazardous waste in the form of waste oil is generated on site. Similar information was contained in HMBPs from 2003 and 2005.

Tool Shed has maintained permits for hazardous materials storage since at least the early 1990s. An undated inventory from either the early 1990s or 1980s noted the presence of flammables and combustibles on site, but did not identify the materials. Inspections generally cited life safety issues such as securing compressed gas cylinders, obtain a flammable liquid cabinet with self closing doors, and to up date their HMBP. A complaint regarding dumping of grease into the storm drain was filed against Tool Shed in 1986. When questioned by the MFD, Tool Shed responded that they no longer clean equipment at this facility.

According to a February 2, 1994 letter from the RWQCB, one 550-gallon UST containing unleaded gasoline was removed from the site in 1990. One of three soil collected from the UST excavation was reported to contain 8 parts per million (ppm) total petroleum hydrocarbons as gasoline (TPHg) 25 ppm ethyl benzene, and 64 ppm xylenes. Following UST removal, soil within the UST excavation was manually turned once a week for two months before backfilling the pit with clean fill. Based on this information, the RWQCB indicated that no further action would be required regarding the former UST. Laboratory documents included in the file indicate that the concentrations of ethyl benzene and xylenes should have been reported at 25 parts per billion (ppb) and 64 ppb,

respectively. A 1984 site plan indicates that the UST was located near a building in the southwest portion of the facility, 60 to 90 feet north of the Property. Based on the information available, there is no indication that the Property has been adversely impacted by environmental conditions at this facility.

The Ford Motor Company at 1100 South Main Street

The Ford Motor Company at 1100 South Main Street was located approximately 1,200 feet to the east-northeast. This site also appears on the STATE, SPILLS, OTHER and RCRA/NLR databases. According to FSTC, this facility is a former auto manufacturing site with a reported release of halogenated solvents to the subsurface. A review of agency files for this site indicate that the known extent of the groundwater contamination plumes are limited the grounds of the auto manufacturing facility and do not extent into the vicinity of the Property. Based on this information, this site is not considered likely to pose a risk to subsurface environmental conditions beneath the Property.

4.0 HISTORICAL USE INFORMATION

Available historical data were researched to obtain information regarding the past uses of the Property and adjacent sites, especially as the information may pertain to environmental conditions or concerns.

4.1 Historical Map Review

Topographic maps published by the United States Geological Survey (USGS) that include the Property and vicinity were viewed on the UC Berkeley online collection of historic topographic maps. UC Berkeley provided topographic map coverage of the Property from 1899 to 1980.

The 1899-1951 USGS topographic maps covering the Property were 15-minute maps of the San Jose, California, quadrangle published at a scale of 1:62,500. The 1899 topographic map illustrates the Property and adjoining properties as undeveloped land with no manmade features. A railroad track identified as the Livermore Line is mapped near the eastern subject property boundary, and a road is shown in the general vicinity of South Main Street. Several properties to the west of the road are shown to be developed with small structures such as residences or agricultural buildings.

A small building, possibly a residence, is illustrated on or near the Property on the 1942, 1947, and 1951 topographic maps. In addition, the structures noted to the west of the Property on the 1899 map are no longer present.

The 1953-1980 USGS topographic maps reviewed were 7.5-minute maps of the Milpitas quadrangle published at a scale of 1:24,000. A small structure continues to be shown on or near the east side of the Property on the 1953 and 1955 topographic maps, and additional development can be seen farther to the south. In addition, eight structures of a similar size are mapped immediately to the south, one of which is shown on or near the southwest side of the Property. The additional eight structures are not shown adjoining properties are vacant on the maps prepared for 1961 and 1968. The 1973 map shows extensive residential development farther to the west on the 1973 topographic map and of commercial development farther to the south along South Main Street. The 1980 topographic map continues to illustrate one small structure on or near the west side of the Property. South Main Street is mapped in its current configuration, with a curve to the west a little over 200 feet to the south.

Historic Fire Insurance Maps

The online historical Sanborn Fire Insurance map collection (Sanborns) available through the City of San Francisco Public Library was searched on August 28, 2008. Sanborn maps covering the Property were not available.

Aerial Photographs

Aerial photographs covering the Property and dated 1956, 1965, 1993 and 2004 were reviewed online at <http://www.lib.berkeley.edu/EART/> and at <http://www.terraserverusa.com>. The subject and adjoining properties were agricultural land in the 1956 photograph. The 1965 photograph shows the Property developed with trees and possible a building. The 1993 and 2004 photographs show the Property in its current condition.

Historic City Directories

ERAS contacted the Milpitas Public Library for information regarding historic city directories. The Milpitas library does not keep such materials.

4.2 Interviews

ERAS spoke with the Property owner, Dr. Myron Jorgensen, on September 8, 2008. Dr. Jorgensen stated that he leased the Property from the previous owner, Dr. Lacey, in 1968, and then purchased it around 1981. Dr. Jorgensen believes Dr. Lacey obtained the Property in the mid- to late-1950s and then built the existing residence and clinic. Dr. Jorgensen has heard that a small building, possibly a shed, was located on the Property prior to its development by Dr. Lacey.

Dr. Jorgensen was not aware of: 1) the existence of environmental liens on the Property; 2) any notifications by government of violations of current or historic environmental laws; 3) any existing or historic violations by occupants of environmental laws, or 4) the current or historic presence of underground or aboveground storage tanks on the Property. Dr. Jorgensen's responses were compiled on ERAS Environmental Questionnaire along with observations made by ERAS at the time of the site visit. The Environmental Questionnaire is included as **Appendix E**.

4.3 Building, Fire, and County Health Department File Review

City of Milpitas Building Department

ERAS reviewed Building Department records for Property at the City of Milpitas Building Department (HBD) on September 9, 2008. A summary of documents reviewed is provided below.

Documents reviewed consisted primarily of permits, plans and correspondence dating from the early 1960's through the 1970s. A list of permit numbers contained in the file identifies a date from the 1980s, but does not specify the type of permit. The oldest document noted was a 1961 permit to demolish a 1,000-square foot building on an 8,000-square foot lot. The permit was issued to Mr. Fred Soly and bears the handwritten notation "remove all buildings."

Permits, inspection cards, and other records from 1962 document the development of the Property with the existing veterinary clinic and residence by Dr. Lee Lacy. The residence was to be used by employees of the clinic. Construction appears to have begun around March 1962 and to have been completed during the summer of that year. A list of fees cites a charge for "treatment plant" as well as for a "hospital" and "residence." The type or use of treatment plant was not noted.

In February 1967, a memo states that an "illicit roof leader connection" to the sanitary sewer was observed during a City of Milpitas survey for "toxic materials." The presence or absence of hazardous materials was not noted. A March 1967 letter to Dr. Fussell of the Milpitas Animal Hospital described a fire safety inspection conducted at the facility and cited improper use of extension cords, and fire extinguisher needs as well as the storage of ether in the refrigerator. A report of a second fire safety inspection conducted in May 1968 again cites fire extinguisher issues and also notes that rain water should not drain into the sanitary sewer.

Documents from the 1970s include plumbing permits from 1971 and 1978 as well as a 1972 inspection for electrical hazards.

City of Milpitas Fire Department

ERAS review information regarding the Property via the City of Milpitas Fire Department's (MFD) website on September 11, 2008. MFD files contained Hazardous Materials Business Plans (HMBP), permits, inspection reports, and other documents pertaining to operation of the Milpitas Animal Clinic. HMBPs and HMBP recertifications date from 1993, and indicate that hazardous materials on site have generally been limited to compressed gases, film developer, and "medical wastes." The most recent HMBP, dated 2003 and recertified in 2007, identifies oxygen and x-ray developer as the hazardous materials on site.

Periodic inspections for life safety issues have been conducted at the Property since 1968, with hazardous materials inspections beginning in the 1980s. With the exception of the need to chain the compressed gas cylinders, no violations with regard to the use or storage of hazardous materials was noted. Life safety issues cited included improper use of extension cords, signage, and service of fire extinguishers. No violations were found during the most recent inspection, which was conducted in 2007.

Other documents included in the MFD file included a somewhat illegible business license dated 1972 indicating that Dr. Jorgensen had started business at the Property in 1968. Building inspection conducted in 1968 identified Dr. Lacey as the Property owner and indicated that the Property was connected to the municipal water and sanitary sewer services. The inspection also noted that rain water was not to be discharged to the sanitary sewer.

Santa Clara County Department Environmental Health

ERAS requested information regarding the Property from the Santa Clara County Department Environmental Health (SCCDEH) on August 27, 2008. According to SCCDEH staff, there are no documents pertaining to the subject property at that agency. In addition, ERAS searched the SCCDEH online case files for information regarding the Property. No files pertaining to the Property were found.

Regional Water Quality Control Board

ERAS searched the Regional Water Quality Control Board online case files for information regarding the Property. No files pertaining to the Property were found.

4.4 Synopsis of Previous Environmental Investigations

No accounts of previous environmental investigations conducted on the property were found or provided for review during this assessment.

5.0 RECONNAISSANCE

Photographs were taken during the reconnaissance to document the features observed and any environmental conditions of concern. Photographs are included in **Appendix C**.

5.1 Visual Reconnaissance of the Property

ERAS conducted a visual reconnaissance of the Property on September 8, 2008, to identify potential indications of environmental concern. The items listed in this section, if any, are representative of those which could pose recognized environmental conditions as indicated in the ASTM standard for conducting environmental site assessments.

Drums, Containers, and Storage Tanks

The on-site reconnaissance addressed containers, drums, above ground storage tanks, and other storage units containing materials, which may pose an environmental threat at the Property. Miscellaneous small quantity containers (one-gallon or less) of paint and household care products were stored at various locations in the clinic, and several 1-gallon plastic containers for gasoline were noted at various locations on the property. Small quantity containers of various pharmaceuticals were observed in a storage area on the east side of the building and in the exam rooms. The X-ray photo developer was located in a shower stall located in the restroom along with a 10-gallon plastic storage container for photo chemical waste.

One cylinder of compressed oxygen gas was located in the surgery room, and one empty cylinder of compressed nitrous was located in an exam room. Two small empty cylinders of oxygen were also noted in the clinic, one in the cage room and one in the kennel area.

Evidence of Waste Disposal

The on-site reconnaissance addressed dumps, pits, ponds, landfills, borrow pits and lagoons, which may have been used for disposal purposes at the Property. No such items were observed.

Surface Fill

The on-site reconnaissance did not reveal any evidence of surface fill.

Surface Staining and Stressed Vegetation

Surface staining and stressed vegetation was not observed in the exterior areas of the Property during the on-site reconnaissance.

Transformers and Hydraulic Equipment

One in-ground PG&E high-voltage vault, possibly for a transformer, was located in the landscape area on the west side of the Property. The surface portion of the vault appeared to be in good condition.

Air Stacks, Vents, and Odors

The on-site reconnaissance addressed air stacks, vents, and strong, pungent or noxious odors at the Property. No such items were noted, other than typical sewer and heating vents seen

above the roof line.

Evidence of Underground or Aboveground Storage Tanks

Evidence of existing or former USTs was not observed at the Property during the on-site reconnaissance.

Conduits to Groundwater

Groundwater production wells, monitoring wells or dry wells were not discovered on the Property. A storm drains were off the Property observed along South Main Street.

Evidence of Improper Waste Discharge

Pipes and/or vents, indicating improper discharge of wastes, were not found at the Property.

On-Site Environmental Management Practices

The on-site reconnaissance addressed the following environmental management practices.

Solid Waste

Solid waste in the form of general office/household debris is generated at the Property. The debris is picked up on a regular basis by the City of Milpitas.

Hazardous Materials and Waste

Hazardous materials noted at the time of the site visit included one-gallon or less size containers of paint, household care products, and pharmaceuticals. These materials were generally stored in the original manufacturers' containers in storage areas or in the exam rooms. Photo processing chemicals used to develop x-ray films were kept in a shower stall along with a 10-gallon plastic container for photo processing chemical waste. According to Dr. Jorgensen, the waste is periodically disposed of through a recycler.

Four cylinders of compressed gases oxygen and nitrous were noted at various locations in the clinic. With the exception of one cylinder of oxygen, the cylinders were reportedly empty.

Treatment Facilities

No indications of wastewater disposal or treatment facilities were observed at the Property during the on-site reconnaissance.

Application of Pesticides, Herbicides or Fertilizers

No evidence of the application of herbicides, or fertilizers was indicated during the on-site reconnaissance.

General Environmental Practices

No indications of adverse environmental practices were observed on the Property during the on-site reconnaissance.

5.2 Adjacent and Nearby Site Uses

The following observations were made of parcels adjacent to the Property:

- North** A Tool Shed; an equipment rental company at 1300 S. Main Street with the intersection of South Main Street and Great Mall Parkway beyond.
- South** Super Elf Contractor at 1362 South Main Street with commercial properties beyond
- East** Southern Pacific Railroad right-of-way followed by a flood control channel. A Kinder Morgan petroleum pipeline is marked between the eastern Property boundary and the railroad.
- West** South Main Street with vacant land beyond

6.0 CONCLUSIONS AND RECOMMENDATIONS

6.1 Conclusions

ERAS has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527 for the Property. Any exceptions to, or deletions from this Practice are described in the report.

ERAS identified obvious subject property uses from the present back to at least 1942, when the property appears to have been developed with a small structure, possibly a residence or agricultural building. Topographic maps indicate that the site was undeveloped in 1899; however, a data gap occurred for the period between 1899–1942. ERAS considers the resulting data gap insignificant because the gathered information along with our professional experience raises no reasonable concerns regarding this gap.

An ERAS representative visited the Property on September 8, 2008. At the time of the site visit, the Property was developed with two 1-story structures, one used as a veterinary clinic and the second as a residence. Both structures appeared to be of wood frame and stucco construction on concrete slab foundations. The residence, located on the east portion of the parcel, was occupied and not available for entry by ERAS. The veterinary clinic was located on the west side of the parcel, adjacent to South Main Street. The Property is bounded to the west by South Main Street and to the east by Southern Pacific Railroad right-of-way. A Kinder Morgan petroleum pipeline is marked between the eastern Property boundary and the railroad.

The interior of the veterinary clinic contained a reception area and office space as well as exam rooms, surgery, and or cage rooms. The floors were predominantly covered with sheet vinyl flooring. Carpet was observed in the office area. Ceilings were surfaced with acoustic “popcorn” material. An X-ray machine was located in an exam room near the center of the building. Flooring throughout the building consisted of sheet vinyl and carpeting. Interior building materials generally appeared to be in good condition.

The exterior portions of the Property consisted of an asphalt driveway and parking area on the north side of the veterinary clinic and a landscape area on the west side adjacent to South Main Street. An in ground PG&E high-voltage vault was located in the landscaping on the west side of the Property. A covered, concrete floored kennel was located adjacent to the exterior east side of the veterinary clinic. The ground surface of the exterior portions of the Property generally appeared to be in good condition, with minor cracking noted in the parking area. The exterior building materials on the clinic appeared to be in good to fair condition, while the stucco on the residence appeared to be in fair to poor condition.

Various pharmaceuticals in 1-quart or less sized containers were noted in the exam rooms and in storage areas on the east side of the building. Small quantities of paints and household care products were stored in the kennel area and in the clinic, and three empty 1-gallon plastic gasoline cans were observed at various locations on the Property. X-ray film developer and waste photo processing liquids were in a shower stall located in the restroom. Waste photo processing material was stored in an approximately 10-gallon plastic container in the shower stall, and is reportedly periodically disposed of through a recycler. Four compressed gas cylinders, three of which were

empty, were observed at various locations in the clinic. Used sharps are stored in a sharps container and are disposed of through a medical waste facility. Animal remains are stored in a freezer located in the kennel disposed of through a hauler.

With the exception of those materials listed above, no hazardous materials were observed at the Property. Except for the need to secure compressed gas cylinders, no violations with regard to use or storage of hazardous materials have been noted at the Property during routine inspections by the MFD. Groundwater production wells, monitoring wells, drywells, sumps, or pits were not observed on the Property by ERAS. No evidence of above ground storage tanks (ASTs), or below ground storage tanks (USTs) was noted. No evidence of leakage, spillage or dumping of regulated material was observed on the Property by ERAS.

Based on topographic maps, the Property was developed as early as 1942 with a small structure, possibly for residential or agricultural use. Aerial photographs indicate that the vicinity of the Property was in use for agricultural purposes in 1955. City of Milpitas Building permits document the presence of a 1,000-square foot building at the address of 1316-1320 South Main in 1961. This structure was removed by 1962 when the Property was developed as it is today with a veterinary clinic and single family residence.

The Property was not identified on any of the environmental databases researched for this assessment. One adjacent site was identified on the various databases search by FSTC. A Tool Shed at 1300 South Main Street is located immediately north of the Property and was identified on the Permits, UST, and LUST databases by FSTC. FSTC identifies this facility as an active UST site that has disposed of hazardous waste under a hazardous waste inventory. According to MFD files, A Tool Shed (Tool Shed) has maintains an HMBP and stores hazardous materials in the form of gasoline, diesel, various oils, coolant, and Safety Kleen solvent on its property. The materials are stored in 55-gallon or less sized containers, and no ASTs or USTs are currently on site. Hazardous waste in the form of waste oil is generated on site. Inspection reports generally cite life safety issues such as securing compressed gas cylinders, or the need to up date an HMBP. A complaint regarding dumping of grease into the storm drain was filed against Tool Shed in 1986. When questioned by the MFD, Tool Shed responded that they no longer clean equipment at this facility.

One 550-gallon UST containing unleaded gasoline was removed from the site in 1990. The UST was located near a building in the southwest portion of the facility, 60 to 90 feet north of the Property. One of three soil samples collected from the UST excavation was reported to contain 8 ppm TPHg, 25 ppb ethyl benzene, and 64 ppb xylenes. Following UST removal, soil within the UST excavation was manually turned once a week for two months before backfilling the pit with clean fill. Based on this information, the RWQCB indicated that no further action would be required regarding the former UST. A No Further Action letter was issued for the facility by the RWQCB on February 2, 1994. Based on the information available, there is no indication that the Property has been adversely impacted by environmental conditions at this facility.

Based on distance, locations or current site status, none of the other identified sites are considered threats to the current environmental status of the Property or subsurface soil and groundwater beneath it.

With regard to the historic use of the property for agricultural uses, agricultural chemicals such as organochlorine pesticides and metal compounds may have been applied to the subject property. This use can result in concentrations of residual agricultural chemicals being present in the near surface soil. These residual agricultural chemicals may influence the offsite disposal of soil or pose a health risk to residential site users. These residual chemicals are not typically at concentrations that would require cleanup by a regulatory agency. However, if redevelopment of the property for residential or childcare use is planned, ERAS recommends that the near surface soils be analyzed for these constituents.

With respect to suspect ACM and LCP observed at the Property, these materials may become a hazard if disturbed during demolition, renovation or remodeling activities. All materials suspected to contain asbestos or lead paint should be sampled and analyzed prior to activities that could damage them.

6.2 Recommendations

Overall, the Property appeared to be well maintained and in good condition, and suitable for continued use as a commercial property.

With regard to the staining observed at the base of the PG&E transformer, ERAS recommends that PG&E be contacted and asked to evaluate the situation for potential cleanup.

With regard to the unrestrained cylinders of helium observed in the floral shop, ERAS recommends that if these cylinders are no longer in use, that they be disposed of properly.

With respect to suspect ACM and LCP observed at the Property, these materials may become a hazard if disturbed during demolition, renovation or remodeling activities. All materials suspected to contain asbestos or lead paint should be sampled and analyzed prior to activities that could damage them.

7.0 REFERENCES AND APPENDICES

Maps, Aerial Photographs, and Other Geographic References

USGS Topographic Maps viewed online via the University of Berkeley Library Sunsite.

Topographic maps reviewed included the 15-minute San Jose Quadrangle for the years 1899, 1942, 1947, and 1951; and the 7.5-minute Milpitas Quadrangle for the years 1953, 1955, 1961, 1968, 1973 and 1980.

Aerial Photographs were viewed online via the University of California and Terra Server USA websites, and included coverage for the years 1956 (BATSC SCL #11-75), 1965 (USDA CIV #6R-88), 1993 (Terra Server), and 2004(Terra Server).

Published References

California Department of Water Resources, Evaluation of Ground Water Resources South Bay, Appendix A: Geology, Bulletin 118-1, August 1967

California Regional Water Quality Control Board, Water Quality Control Plan, San Francisco Bay Basin Region (2), December 1986

Environmental FirstSearch Report, 1312 South Main Street, Milpitas Number 08107, August 27, 2008

Goldman, Harold B., Geology of San Francisco Bay prepared for San Francisco Bay Conservation and Development Commission, February 1967.

Records Review, Interviews and Agency Contacts

City of Milpitas Building Department file review, September 9, 2008

City of Milpitas Fire Department file review, September 11, 2008

ERAS interviewed Dr. Myron Jorgensen on September 8, 2008

APPENDIX A

ENVIRONMENTAL PROFESSIONALS RESUME AND CERTIFICATION

David Siegel

David Siegel is president of ERAS Environmental, Inc., an environmental consulting company formed in October 1998. Prior to that, Mr. Siegel was operator of Siegel Environmental Consulting Services, formed in February 1994, a full service environmental consulting company providing due diligence services, geological and hydrogeological research, Phase 2 field services such as groundwater well installation and sampling, waste disposal, project management and remediation planning and permitting. Before involvement with operations management of these environmental consulting firms, Mr. Siegel was a Project Hydrogeologist, Project Geologist, and Staff Geologist with three San Francisco Bay Area environmental consulting companies. Mr. Siegel holds a masters degree in geology from California State University in Hayward and has been licensed as a California Registered Environmental Assessor (REA) since 1990, an Class II REA since 2001 and as a California Certified Asbestos Consultant since 1995.

QUALIFICATIONS

Experience in hazardous materials consulting including due diligence projects, soil and groundwater investigations and remediation, and asbestos surveying since 1987. Strong organizational background in project management including budget development and management and client contact and service.

Strong technical background in groundwater well design and installation, soil and groundwater chemical data evaluation and hydrogeological assessment. Inspection experience of hundreds of commercial sites including retail, office, industrial, and residential. Since 1998 experience providing management, business development, technical oversight and client and regulatory contact for self-owned and operated environmental consulting companies.

WORK HISTORY

1994-Present: *President of ERAS Environmental, Inc. and Principal of Siegel Environmental*
Management and completion of due diligence projects for a wide variety of commercial properties throughout California. Management and completion of Phase 2 soil and groundwater and asbestos sampling projects at former and operating gasoline stations and industrial facilities. Responsible for project initiation, planning, report preparation and technical oversight. Responsible for business development, client contact and local and state regulatory agency compliance for ongoing investigation, cost recovery and case closures.

1987-1994: *Project Hydrogeologist (McCulley, Frick & Gilman, San Francisco; 1992-1994), Project Manager (Converse Environmental, San Francisco; 1989-1992), Project Manager (Exceltech, Inc., Fremont; 1987-1989)*

Management and completion of environmental and geotechnical investigations involving soil and groundwater contamination. Responsible for project planning, budgeting and operation, professional staff supervision and report completion. Interface with engineers for site remediation planning.

EDUCATION AND LICENCES

- 1995 - Present California Certified Asbestos Inspector
- 1992 Lead Based Paint Building Inspector Certification
- 1990 - Present California Registered Environmental Assessor Class II
- 1990 Groundwater Modeling for Remedial Actions
- 1988 M.S. Geological Sciences, California State University, Hayward



State of California
California Environmental Protection Agency
Office of Environmental Health Hazard Assessment



David Siegel

has fulfilled the requirements for registration as a
Registered Environmental Assessor II (REA II)

Date Registered: November 14, 2001

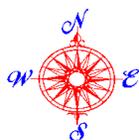
Registration Number: REA II 20200

Joan E. Denton, Ph.D.

Joan E. Denton, Ph.D.
Director

Office of Environmental Health Hazard Assessment

APPENDIX B
LOCATION AND SITE MAPS

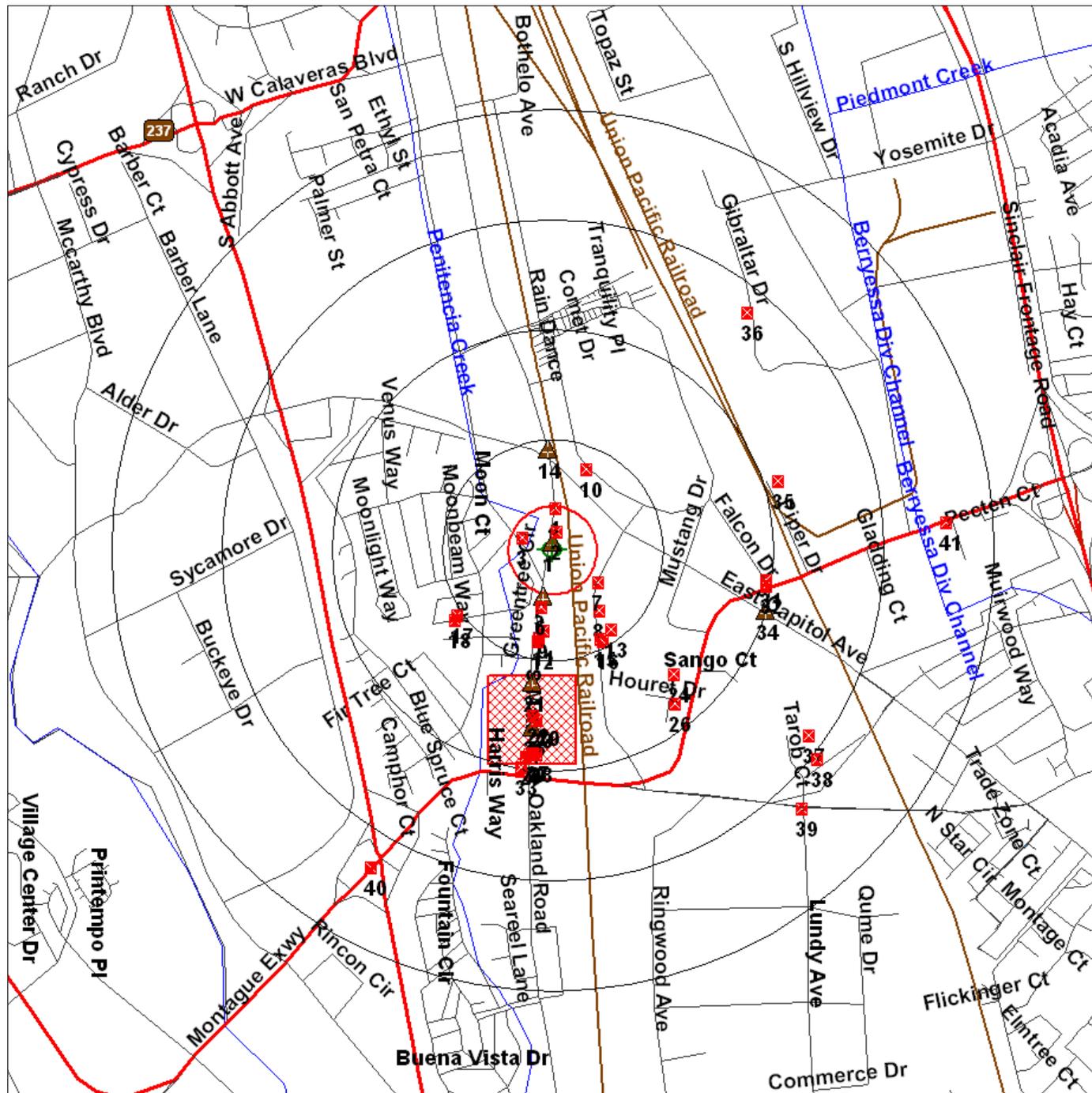


Environmental FirstSearch

1 Mile Radius
Single Map:

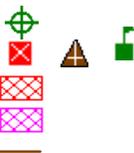


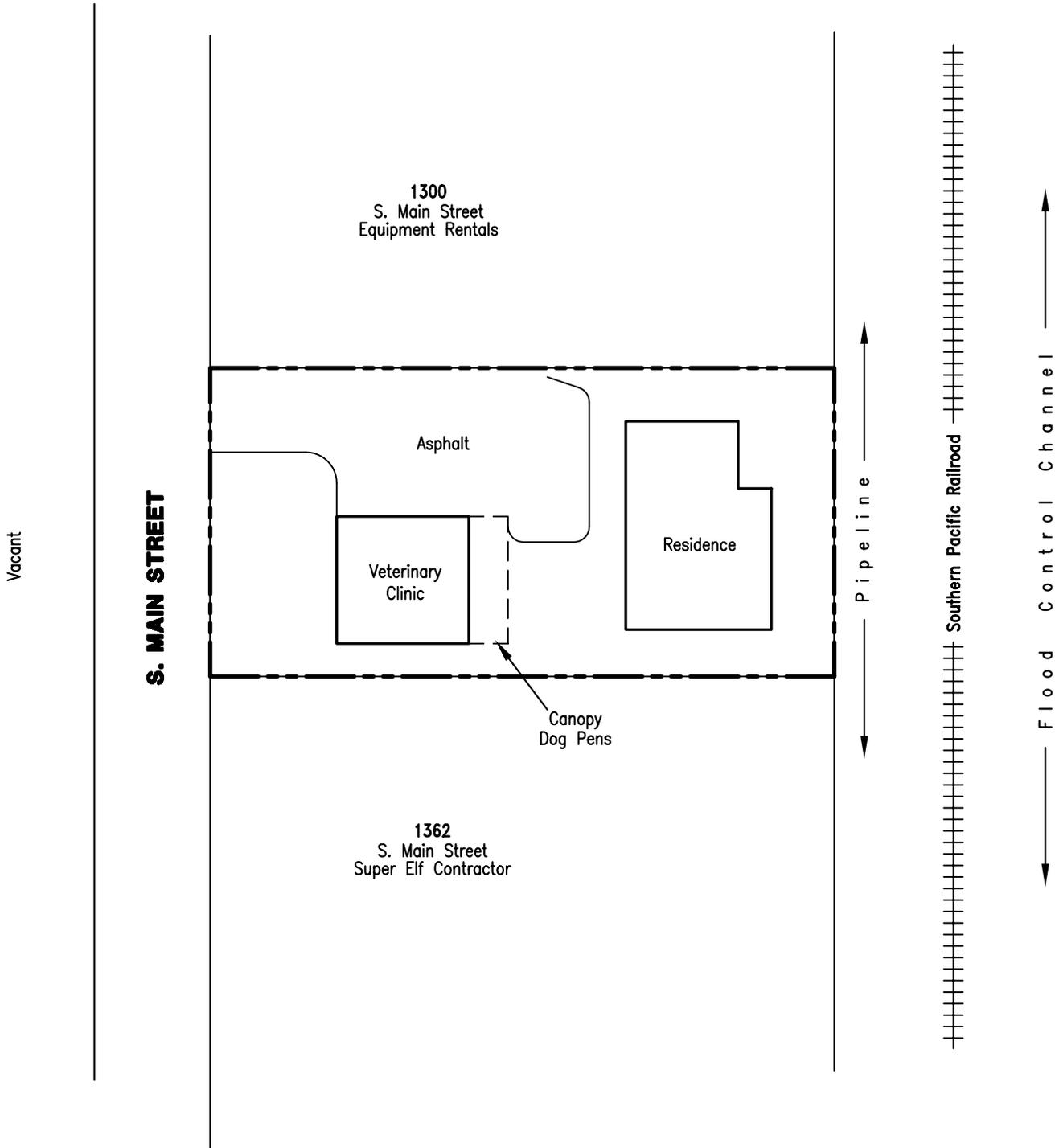
1312 SOUTH MAIN ST, MILPITAS CA 95035



Source: U.S. Census TIGER Files

- Target Site (Latitude: 37.411798 Longitude: -121.902011)
- Identified Site, Multiple Sites, Receptor
- NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste
- Triballand.....
- Railroads
- Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius

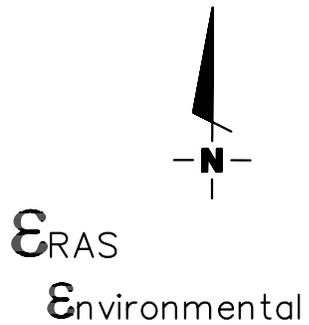




PROPERTY SITE PLAN **FIGURE 2**

Project No. 08107
1312-1316 S. Main Street
Milpitas, California

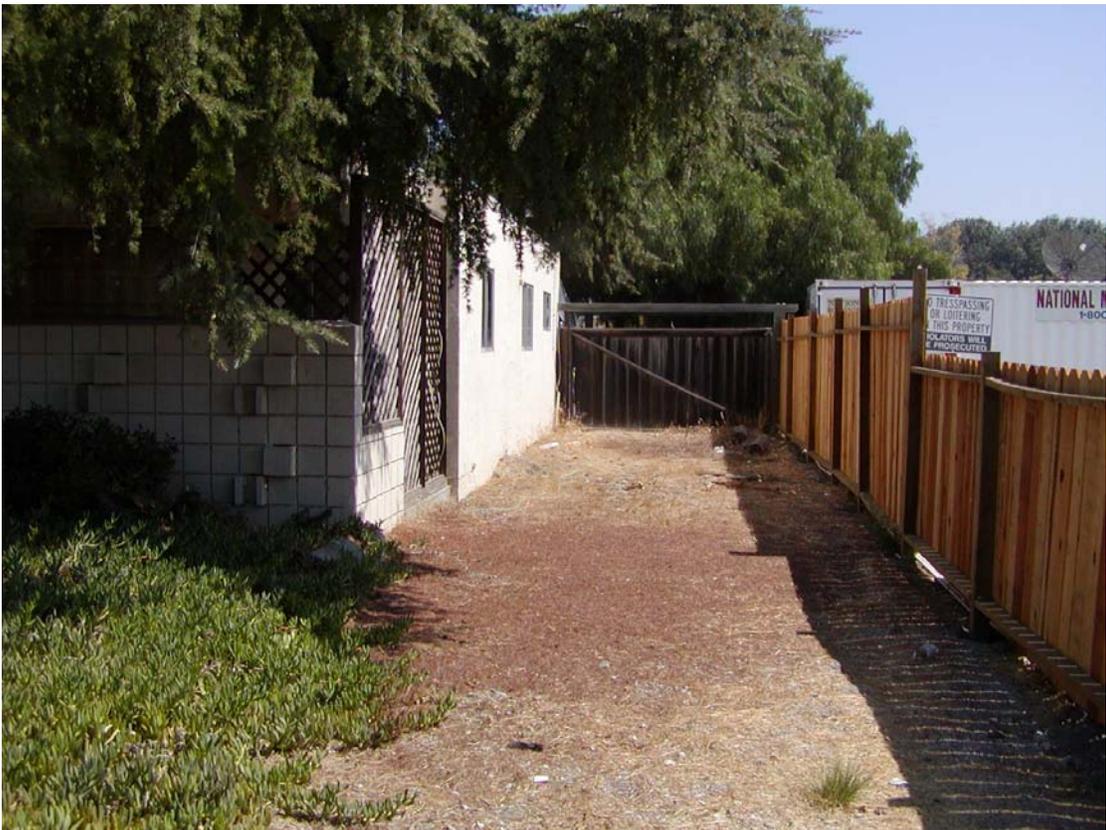
September, 2008
Not to Scale



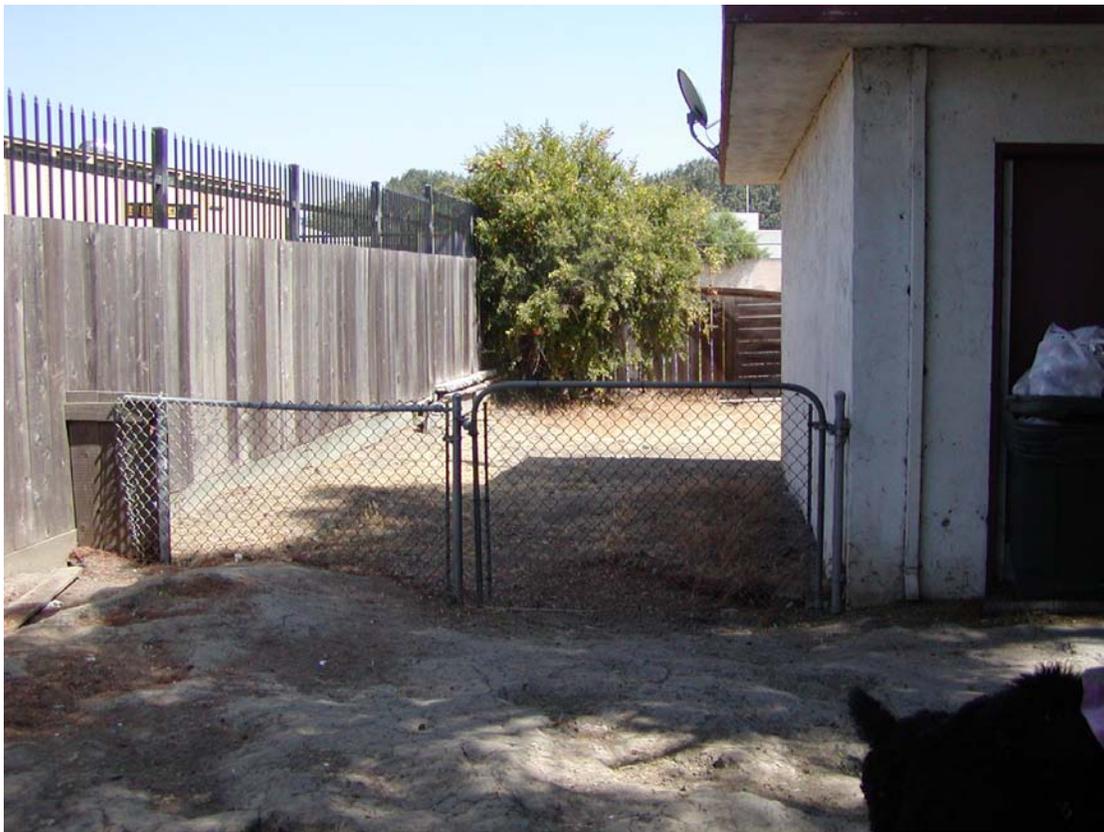
APPENDIX C
PROPERTY PHOTOGRAPHS



Photograph 1 - The Property at 1312 – 1316 South Main Street, Milpitas



Photograph 2 - View to the east along the south side of the Property



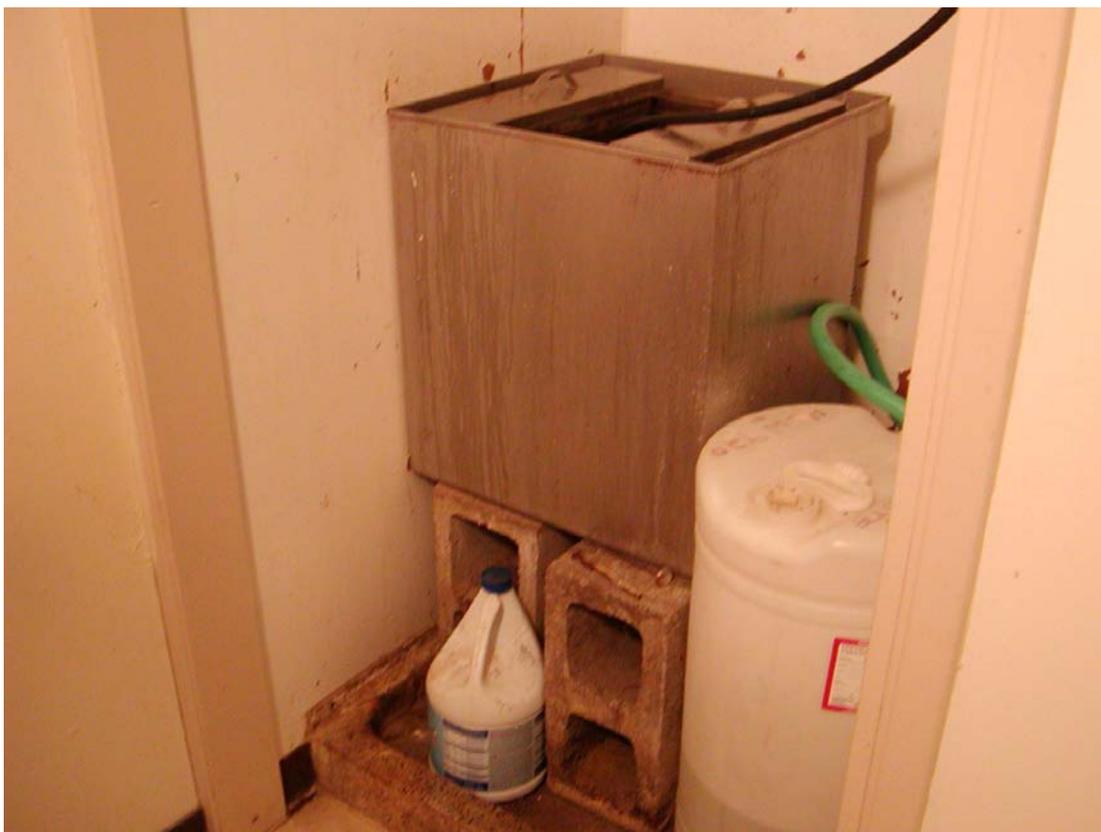
Photograph 3 - Looking southward along the eastern Property boundary and residence



Photograph 4 - Front of residence as seen from the south side of the Property



Photograph 5 - Operating room



Photograph 6 - Photo processing area



Photograph 7 - Pharmaceuticals storage area



Photograph 8 - Kennels and paint/miscellaneous material storage area

APPENDIX D

FSTC ENVIRONMENTAL FIRSTSEARCH REPORT

TRACK ► INFO SERVICES, LLC

Environmental FirstSearch™ Report

Target Property:

1312 SOUTH MAIN ST

MILPITAS CA 95035

Job Number: 08107

PREPARED FOR:

ERAS Environmental

1533 B Street

Hayward, CA 94541

08-27-08



Tel: (866) 664-9981

Fax: (818) 249-4227

Environmental FirstSearch

Search Summary Report

Target Site: 1312 SOUTH MAIN ST
MILPITAS CA 95035

FirstSearch Summary

Database	Sel	Updated	Radius	Site	1/8	1/4	1/2	1/2>	ZIP	TOTALS
NPL	Y	07-09-08	1.00	0	0	0	0	0	0	0
NPL Delisted	Y	07-09-08	0.50	0	0	0	0	-	0	0
CERCLIS	Y	07-09-08	0.50	0	0	0	1	-	0	1
NFRAP	Y	07-09-08	0.50	0	0	1	0	-	0	1
RCRA COR ACT	Y	07-03-08	1.00	0	0	0	0	0	0	0
RCRA TSD	Y	07-03-08	1.00	0	0	0	0	0	0	0
RCRA GEN	Y	07-03-08	0.25	0	1	6	-	-	0	7
RCRA NLR	Y	07-03-08	0.12	0	0	-	-	-	0	0
Federal IC / EC	Y	07-23-08	0.25	0	0	0	-	-	0	0
ERNS	Y	07-30-08	0.12	0	1	-	-	-	0	1
Tribal Lands	Y	12-01-05	1.00	0	0	0	0	0	0	0
State/Tribal Sites	Y	08-14-08	1.00	0	0	1	3	7	0	11
State Spills 90	Y	11-06-07	0.12	0	0	-	-	-	0	0
State/Tribal SWL	Y	04-09-08	0.50	0	0	0	2	-	0	2
State/Tribal LUST	Y	04-11-08	0.50	0	1	2	14	-	2	19
State/Tribal UST/AST	Y	07-01-08	0.25	0	1	0	-	-	0	1
State/Tribal EC	Y	NA	0.25	0	0	0	-	-	0	0
State/Tribal IC	Y	04-27-07	0.25	0	0	0	-	-	0	0
State/Tribal VCP	Y	08-15-06	0.50	0	0	0	1	-	0	1
State/Tribal Brownfields	Y	08-08-07	0.50	0	0	0	0	-	0	0
State Permits	Y	04-16-08	0.25	0	3	2	-	-	0	5
State Other	Y	08-08-07	0.25	0	0	0	-	-	0	0
- TOTALS -				0	7	12	21	7	2	49

Notice of Disclaimer

Due to the limitations, constraints, inaccuracies and incompleteness of government information and computer mapping data currently available to TRACK Info Services, certain conventions have been utilized in preparing the locations of all federal, state and local agency sites residing in TRACK Info Services's databases. All EPA NPL and state landfill sites are depicted by a rectangle approximating their location and size. The boundaries of the rectangles represent the eastern and western most longitudes; the northern and southern most latitudes. As such, the mapped areas may exceed the actual areas and do not represent the actual boundaries of these properties. All other sites are depicted by a point representing their approximate address location and make no attempt to represent the actual areas of the associated property. Actual boundaries and locations of individual properties can be found in the files residing at the agency responsible for such information.

Waiver of Liability

Although TRACK Info Services uses its best efforts to research the actual location of each site, TRACK Info Services does not and can not warrant the accuracy of these sites with regard to exact location and size. All authorized users of TRACK Info Services's services proceeding are signifying an understanding of TRACK Info Services's searching and mapping conventions, and agree to waive any and all liability claims associated with search and map results showing incomplete and or inaccurate site locations.

***Environmental FirstSearch
Site Information Report***

Request Date: 08-27-08
Requestor Name: Kasey
Standard: ASTM-05

Search Type: COORD
Job Number: 08107
Filtered Report

Target Site: 1312 SOUTH MAIN ST
MILPITAS CA 95035

Demographics

Sites: 49	Non-Geocoded: 2	Population: NA
Radon: 0.4 PCI/L		

Site Location

	<u>Degrees (Decimal)</u>	<u>Degrees (Min/Sec)</u>		<u>UTMs</u>
Longitude:	-121.902011	-121:54:7	Easting:	597169.335
Latitude:	37.411798	37:24:42	Northing:	4140917.51
			Zone:	10

Comment

Comment:

Additional Requests/Services

Adjacent ZIP Codes: 1 Mile(s)

Services:

<u>ZIP Code</u>	<u>City Name</u>	<u>ST</u>	<u>Dist/Dir</u>	<u>Sel</u>
95131	SAN JOSE	CA	0.68 SW	Y
95132	SAN JOSE	CA	0.82 SE	Y

	<u>Requested?</u>	<u>Date</u>
Sanborns	No	
Aerial Photographs	No	
Historical Topos	No	
City Directories	No	
Title Search/Env Liens	No	
Municipal Reports	No	
Online Topos	Yes	08-27-08

Environmental FirstSearch Sites Summary Report

Target Property: 1312 SOUTH MAIN ST
MILPITAS CA 95035

JOB: 08107

TOTAL: 49 **GEOCODED:** 47 **NON GEOCODED:** 2 **SELECTED:** 49

Page No.	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
1	UST	A TOOL SHED INC. TISID-STATE44997/ACTIVE	1300 MAIN MILPITAS CA	0.02 NW	1
2	LUST	A TOOL SHED T0608500087/CASE CLOSED	1300 MAIN ST S MILPITAS CA 95035	0.02 NW	1
3	PERMITS	A TOOL SHED INC CAL000043650/ACTIVE	1300 S MAIN ST MILPITAS CA 95035	0.04 NE	2
3	PERMITS	TAN-DAMIAN PROF. DENTAL CORP DBA L CAL000324676/ACTIVE	1252 S ABEL ST MILPITAS CA 95035	0.07 NW	3
4	ERNS	UNK 74560/UNKNOWN	CAPITOL AVE AT MAIN ST MILPITAS CA 95035	0.10 NE	4
5	RCRAGN	FCC CARSTAR AUTO BODY INC CAR000003525/SGN	1416 S MAIN ST MILPITAS CA 95035	0.11 SW	5
6	PERMITS	F C C COLLISION CENTER CAL000293699/ACTIVE	1416 S MAIN ST MILPITAS CA 95035	0.11 SW	5
7	RCRAGN	WEST COAST ENGINES CAD981462427/SGN	1438 S MAIN ST MILPITAS CA 95035	0.13 SW	6
8	RCRAGN	RESTORR MAGNETICS CAD981981368/SGN	1455 MCCANDLESS DR MILPITAS CA 95035	0.13 SE	7
9	RCRAGN	ENGINEERED CIRCUIT RESEARCH INC CAD981665656/SGN	1525 MCCANDLESS DR MILPITAS CA 95035	0.17 SE	8
10	LUST	HULLIGAN PROPERTY 43-0684/CASE CLOSED	1446 MAIN ST S MILPITAS CA 95035	0.19 SW	9
11	RCRAGN	GREAT MALL OF THE BAY AREA CAP000065581/LGN	447 GREAT MALL DR MILPITAS CA 95035	0.20 NE	10
12	LUST	HULLIGAN PROPERTY T0608500714/CASE CLOSED	1446 S MAIN ST MILPITAS CA 95035	0.20 SW	11
13	PERMITS	MILPITAS AUTO BODY INC CAL000288698/ACTIVE	1488 S MAIN ST MILPITAS CA 95035	0.21 SW	12
14	PERMITS	FIDELICA MICROSYSTEMS INC CAL000273111/ACTIVE	1585 MECCANDLESS DR MILPITAS CA 95035	0.22 SE	13
15	STATE	FORD MOTOR COMPANY CAL43370007/PROPERTY/SITE REFERR	1100 SOUTH MAIN STREET MILPITAS CA 95035	0.23 NW	14
18	NFRAP	FORD MOTOR CO CAD028679462/NFRAP-N	1100 S MAIN ST MILPITAS CA 95035	0.23 NW	14
19	RCRAGN	MEDICAL INNOVATION INC CA0000600379/SGN	1595 MCCANDLESS DR MILPITAS CA 95035	0.23 SE	15
20	RCRAGN	PANASONIC INDUSTRIAL CO CA0000900894/SGN	1600 MCCANDLASS DR MILPITAS CA 95035	0.24 SE	16
21	LUST	PINEWOOD WELL T0608502122/CASE CLOSED	232 GREENTREE WY MILPITAS CA 95035	0.26 SW	17
22	LUST	PINEWOOD WELL 43-2309/LEAK BEING CONFIRMED	232 GREENTREE WY MILPITAS CA 95035	0.27 SW	18

Environmental FirstSearch Sites Summary Report

Target Property: 1312 SOUTH MAIN ST
MILPITAS CA 95035

JOB: 08107

TOTAL: 49 **GEOCODED:** 47 **NON GEOCODED:** 2 **SELECTED:** 49

Page No.	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
23	SWL	TIRE SALVAGE SWIS43-TI-0376/TO BE DETERMINED	1680 SOUTH MAIN MILPITAS CA 95035	0.28 S-	19
24	SWL	TIRE SALVAGE AND WHEEL CORP. SWIS43-TI-0244/TO BE DETERMINED	1680 S. MAIN ST. MILPITAS CA 95035	0.28 S-	20
25	CERCLIS	KAISER REFRACTORIES DIV LABORATORY CAD980637490/NOT PROPOSED	1600 S MAIN ST MILPITAS CA 95035	0.30 SW	21
26	STATE	KAISER EXPERIMENTAL LAB CAL43730001/PRELIMINARY ENDANGER	1600 S. MAIN STREET MILPITAS CA 95035	0.30 SW	21
28	LUST	BACCAGLIO SITE T0608500208/CASE CLOSED	1666 S MAIN ST MILPITAS CA 95113	0.38 SW	22
29	LUST	BACCAGLIO PROPERTY 43-0141/CASE CLOSED	1666 MAIN ST S MILPITAS CA 95035	0.39 SW	23
30	LUST	LEE S IMPERIAL WELDING INC 43-0810/CASE CLOSED	231 HOURET DR MILPITAS CA 95035	0.40 SE	24
31	STATE	HANDCRAFT TILE CAL43320043/VOLUNTARY CLEANUP PR	1696 SOUTH MAIN STREET MILPITAS CA 95035	0.40 SW	25
34	VCP	HANDCRAFT TILE CAL43320043/VOLUNTARY CLEANUP PR	1696 SOUTH MAIN STREET MILPITAS CA 95035	0.40 SW	25
37	LUST	LEE S IMPERIAL WELDING, INC. T0608500827/CASE CLOSED	231 HOURET DR MILPITAS CA 95035	0.45 SE	26
38	LUST	SHELL T0608501267/CASE CLOSED	1780 MAIN MILPITAS CA 95035	0.46 SW	27
39	LUST	SHELL 43-1289/POLLUTION CHARACTERI	1780 MAIN ST S MILPITAS CA 95035	0.47 SW	28
40	LUST	MOBIL 43-0918/POLLUTION CHARACTERI	1787 MAIN ST S MILPITAS CA 95035	0.47 SW	29
41	LUST	MOBIL (BP 11227) T0608500923/REOPEN PREVIOUSLY CL	1787 MAIN MILPITAS CA 95035	0.47 SW	30
42	LUST	QUIKRETE T0608501590/CASE CLOSED	91 MONTAGUE EXPY MILPITAS CA 95035	0.49 SE	31
43	LUST	QUIKRETE 43-1638/CASE CLOSED	91 MONTAGUE EXPWY MILPITAS CA 95035	0.49 SE	32
44	LUST	SANWA BANK PROPERTY 43-1222/PRELIM. SITE ASSES.	UNKNOWN MONTAGUE and MAIN S0.50 SW SAN JOSE CA 95131		33
45	LUST	DOUDELL TRUCKING 43-0481/CASE CLOSED	555 CAPITOL AVE E MILPITAS CA 95035	0.50 SE	34
46	STATE	DOUDELL TRUCKING CAL43420007/PROPERTY/SITE REFERR	555 EAST CAPITOL AVENUE MILPITAS CA 95035	0.50 SE	34
48	STATE	NORTH AMERICAN TRANSFORMER CAL43280129/PROPERTY/SITE REFERR	1200 PIPER DRIVE MILPITAS CA 95035	0.53 NE	35

***Environmental FirstSearch
Sites Summary Report***

Target Property: 1312 SOUTH MAIN ST
MILPITAS CA 95035

JOB: 08107

TOTAL: 49 **GEOCODED:** 47 **NON GEOCODED:** 2 **SELECTED:** 49

Page No.	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
50	STATE	FORMER STORMEDIA FACILITY CAL43360134/NO FURTHER ACTION FO	690 GIBRALTAR DRIVE MILPITAS CA 95035	0.70 NE	36
52	STATE	INDUSTRIAL BUILDING CAL43390001/PROPERTY/SITE REFERR	1831 TAROB COURT MILPITAS CA 95035	0.72 SE	37
54	STATE	MONY PROPERTY CAL43650001/NO FURTHER ACTION FO	1980 TAROB COURT MILPITAS CA 95035	0.76 SE	38
57	STATE	SAN JOSE GRAPHICS (SJG) CAL43280122/PROPERTY/SITE REFERR	696 EAST TRIMBLE ROAD SAN JOSE CA 95131	0.81 SE	39
61	STATE	JONES CHEMICAL COMPANY CAL43280120/PROPERTY/SITE REFERR	985 MONTAGUE EXPRESSWAY MILPITAS CA 95035	0.83 SW	40
63	STATE	EXIDE CORPORATION CAL43360006/CERTIFIED	700 MONTAGUE EXPRESSWAY MILPITAS CA 95035	0.89 NE	41

***Environmental FirstSearch
Sites Summary Report***

Target Property: 1312 SOUTH MAIN ST
MILPITAS CA 95035

JOB: 08107

TOTAL: 49 **GEOCODED:** 47 **NON GEOCODED:** 2 **SELECTED:** 49

Page No.	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
65	LUST	FROST ALL CAL TRUCKING 43-0618/CASE CLOSED	75 MONTAGUE EXPWY E MILPITAS CA 95035	NON GC	
66	LUST	FROST ALL-CAL TRUCKING T0608500652/CASE CLOSED	75 E MONTAGUE EXPY MILPITAS CA 95035	NON GC	

***Environmental FirstSearch
Site Detail Report***

Target Property: 1312 SOUTH MAIN ST
MILPITAS CA 95035

JOB: 08107

UST

SEARCH ID: 29	DIST/DIR: 0.02 NW	MAP ID: 1
----------------------	--------------------------	------------------

NAME: A TOOL SHED INC. ADDRESS: 1300 MAIN MILPITAS CA Santa Clara	REV: 01/01/94 ID1: TISID-STATE44997 ID2: STATUS: ACTIVE PHONE:
--	---

UST HISTORICAL DATA

This site was listed in the FIDS Zip Code List as a UST site. The Office of Hazardous Data Management produced the FIDS list. The FIDS list is an index of names and locations of sites recorded in various California State environmental agency databases. It is sorted by zip code and as an index, details regarding the sites were never included.

The UST information included in FIDS as provided by the Office of Hazardous Data Management was originally collected from the SWEEPS database. The SWEEPS database recorded Underground Storage Tanks and was maintained by the State Water Resources Control Board (SWRCB). That agency no longer maintains the SWEEPS database and last updated it in 1994. The last release of that 1994 database was in 1997.

Oversight of Underground Storage Tanks within California is now conducted by Certified Unified Program Agencies referred to as CUPA s. There are approximately 102 CUPA s and Local Oversight Programs (LOP s) in the State of California. Most are city or county government agencies. As of 1998, all sites or facilities with underground storage tanks were required by Federal mandate to obtain certification by designated UST oversight agencies (in this case, CUPA s) that the UST/s at their location were upgraded or removed in adherence with the 1998 RCRA standards.

Information from the FIDS/SWEEPS lists were included in this report search to help identify where underground storage tanks may have existed that were not recorded in CUPA databases or lists collected by Track Info Services. This may occur if a tank was removed prior to development of recent CUPA UST lists or never registered with a CUPA.

Environmental FirstSearch Descriptions

NPL: EPA NATIONAL PRIORITY LIST - The National Priorities List is a list of the worst hazardous waste sites that have been identified by Superfund. Sites are only put on the list after they have been scored using the Hazard Ranking System (HRS), and have been subjected to public comment. Any site on the NPL is eligible for cleanup using Superfund Trust money.

A Superfund site is any land in the United States that has been contaminated by hazardous waste and identified by the Environmental Protection Agency (EPA) as a candidate for cleanup because it poses a risk to human health and/or the environment.

FINAL - Currently on the Final NPL

PROPOSED - Proposed for NPL

NPL DELISTED: EPA NATIONAL PRIORITY LIST Subset - Database of delisted NPL sites. The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

DELISTED - Deleted from the Final NPL

CERCLIS: EPA COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY INFORMATION SYSTEM (CERCLIS)- CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL.

PART OF NPL- Site is part of NPL site

DELETED - Deleted from the Final NPL

FINAL - Currently on the Final NPL

NOT PROPOSED - Not on the NPL

NOT VALID - Not Valid Site or Incident

PROPOSED - Proposed for NPL

REMOVED - Removed from Proposed NPL

SCAN PLAN - Pre-proposal Site

WITHDRAWN - Withdrawn

NFRAP: EPA COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY INFORMATION SYSTEM ARCHIVED SITES - database of Archive designated CERCLA sites that, to the best of EPA's knowledge, assessment has been completed and has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

NFRAP – No Further Remedial Action Plan

P - Site is part of NPL site

D - Deleted from the Final NPL

F - Currently on the Final NPL

N - Not on the NPL

O - Not Valid Site or Incident

P - Proposed for NPL

R - Removed from Proposed NPL

S - Pre-proposal Site

W – Withdrawn

RCRA COR ACT: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984. RCRAInfo facilities that have reported violations and subject to corrective actions.

RCRA TSD: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM TREATMENT, STORAGE, and DISPOSAL FACILITIES. - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984.

Facilities that treat, store, dispose, or incinerate hazardous waste.

RCRA GEN: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM GENERATORS - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984.

Facilities that generate or transport hazardous waste or meet other RCRA requirements.

LGN - Large Quantity Generators

SGN - Small Quantity Generators

VGN – Conditionally Exempt Generator.

Included are RAATS (RCRA Administrative Action Tracking System) and CMEL (Compliance Monitoring & Enforcement List) facilities.

RCRA NLR: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984.

Facilities not currently classified by the EPA but are still included in the RCRAInfo database. Reasons for non classification:

Failure to report in a timely matter.

No longer in business.

No longer in business at the listed address.

No longer generating hazardous waste materials in quantities which require reporting.

Federal IC / EC: EPA BROWNFIELD MANAGEMENT SYSTEM (BMS) - database designed to assist EPA in collecting, tracking, and updating information, as well as reporting on the major activities and accomplishments of the various Brownfield grant Programs.

FEDERAL ENGINEERING AND INSTITUTIONAL CONTROLS- Superfund sites that have either an engineering or an institutional control. The data includes the control and the media contaminated.

ERNS: EPA/NRC EMERGENCY RESPONSE NOTIFICATION SYSTEM (ERNS) - Database of incidents reported to the National Response Center. These incidents include chemical spills, accidents involving chemicals (such as fires or explosions), oil spills, transportation accidents that involve oil or chemicals, releases of radioactive materials, sightings of oil sheens on bodies of water, terrorist incidents involving chemicals, incidents where illegally dumped chemicals have been found, and drills intended to prepare responders to handle these kinds of incidents. Data since January 2001 has been received from the National Response System database as the EPA no longer maintains this data.

Tribal Lands: DOI/BIA INDIAN LANDS OF THE UNITED STATES - Database of areas with boundaries established by treaty, statute, and (or) executive or court order, recognized by the Federal Government as territory in which American Indian tribes have primary governmental authority. The Indian Lands of the United States map layer shows areas of 640 acres or more, administered by the Bureau of Indian Affairs. Included are Federally-administered lands within a reservation which may or may not be considered part of the reservation.

State/Tribal Sites: CA EPA SMBRPD / CAL SITES- The California Department of Toxic Substances Control (DTSC) has developed an electronic database system with information about sites that are known to be contaminated with hazardous substances as well as information on uncharacterized properties where further

studies may reveal problems. The Site Mitigation and Brownfields Reuse Program Database (SMBRPD), also known as CalSites, is used primarily by DTSC's staff as an informational tool to evaluate and track activities at properties that may have been affected by the release of hazardous substances.

The SMBRPD displays information in six categories. The categories are:

1. CalSites Properties (CS)
2. School Property Evaluation Program Properties (SCH)
3. Voluntary Cleanup Program Properties (VCP)
4. Unconfirmed Properties Needing Further Evaluation (RFE)
5. Unconfirmed Properties Referred to Another Local or State Agency (REF)
6. Properties where a No Further Action Determination has been made (NFA)

Please Note: FirstSearch Reports list the above sites as DB Type (STATE).

Please Note: FirstSearch Reports list the above sites as DB Type (OTHER).
Each Category contains information on properties based upon the type of work taking place at the site. For example, the CalSites database is now one of the six categories within SMPBRD and contains only confirmed sites considered as posing the greatest threat to the public and/or the potential public school sites will be found within the School Property Evaluation Program, and those properties undergoing voluntary investigation and/or cleanup are in the Voluntary Cleanup Program.

CORTESE LIST-Pursuant to Government Code Section 65962.5, the Hazardous Waste and Substances Sites List has been compiled by Cal/EPA, Hazardous Materials Data Management Program. The CAL EPA Dept. of Toxic Substances Control compiles information from subsets of the following databases to make up the CORTESE list:

1. The Dept. of Toxic Substances Control; contaminated or potentially contaminated hazardous waste sites listed in the CAL Sites database. Formerly known as ASPIS are included (CAL SITES formerly known as ASPIS).
2. The California State Water Resources Control Board; listing of Leaking Underground Storage Tanks are included (LTANK)
3. The California Integrated Waste Management Board; Sanitary Landfills which have evidence of groundwater contamination or known migration of hazardous materials (formerly WB-LF, now AB 3750).

Note: Track Info Services collects each of the above data sets individually and lists them separately in the following First Search categories in order to provide more current and comprehensive information: CALSITES: SPL, LTANK: LUST, WB-LF: SWL

State Spills 90: CA EPA SLIC REGIONS 1 - 9- The California Regional Water Quality Control Boards maintain report of sites that have records of spills, leaks, investigation, and cleanups.

State/Tribal SWL: CA IWMB/SWRCB/COUNTY SWIS SOLID WASTE INFORMATION SYSTEM-The California Integrated Waste Management Board maintains a database on solid waste facilities, operations, and disposal sites throughout the state of California. The types of facilities found in this database include landfills, transfer stations, material recovery facilities, composting sites, transformation facilities, waste tire sites, and closed disposal sites. For more information on individual sites call the number listed in the source field..

Please Note: This database contains poor site location information for many sites in the First Search reports; therefore, it may not be possible to locate or plot some sites in First Search reports.

WMUDS-The State Water Resources Control Board maintained the Waste Management Unit Database System (WMUDS). It is no longer updated. It tracked management units for several regulatory programs related to waste management and its potential impact on groundwater. Two of these programs (SWAT & TPCA) are no longer on-going regulatory programs as described below. Chapter 15 (SC15) is still an on-going regulatory program and information is updated periodically but not to the WMUDS database. The WMUDS System contains information from the following agency databases: Facility, Waste Management Unit (WMU), Waste Discharger System (WDS), SWAT, Chapter 15, TPCA, RCRA, Inspections, Violations, and Enforcement's.

Note: This database contains poor site location information for many sites in the First Search reports; therefore, it may not be possible to locate or plot some sites in First Search reports.

ORANGE COUNTY LANDFILLS LIST- A list maintained by the Orange County Health Department.

State/Tribal LUST: CA SWRCB/COUNTY LUSTIS- The State Water Resources Control Board maintains a database of sites with confirmed or unconfirmed leaking underground storage tanks. Information for this database is collected from the states regional boards quarterly and integrated with this database.

SAN DIEGO COUNTY LEAKING TANKS- The San Diego County Department of Environmental Health maintains a database of sites with confirmed or unconfirmed leaking underground storage tanks within its HE17/58 database. For more information on a specific file call the HazMat Duty Specialist at phone number listed in the source information field.

State/Tribal UST/AST: CA EPA/COUNTY/CITY ABOVEGROUND STORAGE TANKS LISTING-The

Above Ground Petroleum Storage Act became State Law effective January 1, 1990. In general, the law requires owners or operators of AST's with petroleum products to file a storage statement and pay a fee by July 1, 1990 and every two years thereafter, take specific action to prevent spills, and in certain instances implement a groundwater monitoring program. This law does not apply to that portion of a tank facility associated with the production oil and regulated by the State Division of Oil and Gas of the Dept. of Conservation.

SWEEPS / FIDS STATE REGISTERED UNDEGROUND STORAGE TANKS- Until 1994 the State Water Resources Control Board maintained a database of registered underground storage tanks statewide referred to as the SWEEPS System. The SWEEPS UST information was integrated with the CAL EPA's Facility Index System database (FIDS) which is a master index of information from numerous California agency environmental databases. That was last updated in 1994. Track Info Services included the UST information from the FIDS database in its First Search reports for historical purposes to help its clients identify where tanks may possibly have existed. For more information on specific sites from individual paper files archived at the State Water Resources Control Board call the number listed with the source information.

INDIAN LANDS UNDERGROUND STORAGE TANKS LIST- A listing of underground storage tanks currently on Indian Lands under federal jurisdiction. California Indian Land USTs are administered by US EPA Region 9.

CUPA DATABASES & SOURCES- Definition of a CUPA: A Certified Unified Program Agency (CUPA) is a local agency that has been certified by the CAL EPA to implement six state environmental programs within the local agency's jurisdiction. These can be a county, city, or JPA (Joint Powers Authority). This program was established under the amendments to the California Health and Safety Code made by SB 1082 in 1994.

A Participating Agency (PA) is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. A Designated Agency (DA) is an agency that has not been certified by the CUPA but is the responsible local agency that would implement the six unified programs until they are certified.

Please Note: Track Info Services, LLC collects and maintains information regarding Underground Storage Tanks from majority of the CUPAS and Participating Agencies in the State of California. These agencies typically do not maintain nor release such information on a uniform or consistent schedule; therefore, currency of the data may vary. Please look at the details on a specific site with a UST record in the First Search Report to determine the actual currency date of the record as provided by the relevant agency. Numerous efforts are made on a regular basis to obtain updated records.

State/Tribal IC: CA EPA DEED-RESTRICTED SITES LISTING- The California EPA's Department of Toxic Substances Control Board maintains a list of deed-restricted sites, properties where the DTSC has placed limits or requirements on the future use of the property due to varying levels of cleanup possible, practical or necessary at the site.

State/Tribal VCP: CA EPA SMBRPD / CAL SITES- The California Department of Toxic Substances Control (DTSC) has developed an electronic database system with information about sites that are known to be contaminated with hazardous substances as well as information on uncharacterized properties where further studies may reveal problems. The Site Mitigation and Brownfields Reuse Program Database (SMBRPD), also known as CalSites, is used primarily by DTSC's staff as an informational tool to evaluate and track activities at properties that may have been affected by the release of hazardous substances.

The SMBRPD displays information in six categories. The categories are:

1. CalSites Properties (CS)
2. School Property Evaluation Program Properties (SCH)
3. Voluntary Cleanup Program Properties (VCP)
4. Unconfirmed Properties Needing Further Evaluation (RFE)
5. Unconfirmed Properties Referred to Another Local or State Agency (REF)
6. Properties where a No Further Action Determination has been made (NFA)

Please Note: FirstSearch Reports list the above sites as DB Type VC. Each Category contains information on properties based upon the type of work taking place at the site. The VC category contains only those properties undergoing voluntary investigation and/or cleanup and which are listed in the Voluntary Cleanup Program.

RADON: NTIS NATIONAL RADON DATABASE - EPA radon data from 1990-1991 national radon project collected for a variety of zip codes across the United States.

State Permits: CA COUNTY SAN DIEGO COUNTY HE17 PERMITS- The HE17/58 database tracks establishments issued permits and the status of their permits in relation to compliance with federal, state, and local regulations that the County oversees. It tracks if a site is a hazardous waste generator, TSD, gas station, has underground tanks, violations, or unauthorized releases. For more information on a specific file call the HazMat Duty Specialist at the phone number listed in the source information field.

SAN BERNARDINO COUNTY HAZARDOUS MATERIALS PERMITS- Handlers and Generators Permit Information Maintained by the Hazardous Materials Division.

State Other: CA EPA/COUNTY SMBRPD / CAL SITES- The California Department of Toxic Substances Control (DTSC) has developed an electronic database system with information about sites that are known to be contaminated with hazardous substances as well as information on uncharacterized properties where further studies may reveal problems. The Site Mitigation and Brownfields Reuse Program Database (SMBRPD), also known as CalSites, is used primarily by DTSC's staff as an informational tool to evaluate and track activities at properties that may have been affected by the release of hazardous substances. The SMBRPD displays information in six categories. The categories are:

1. CalSites Properties (CS)
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4. Unconfirmed Properties Needing Further Evaluation (RFE)
5. Unconfirmed Properties Referred to Another Local or State Agency (REF)
6. Properties where a No Further Action Determination has been made (NFA)

Please Note: FirstSearch Reports list the above sites as DB Type (OTHER).

Each Category contains information on properties based upon the type of work taking place at the site. For example, the CalSites database is now one of the six categories within SMPBRD and contains only confirmed sites considered as posing the greatest threat to the public and/or the potential public school sites will be found within the School Property Evaluation Program, and those properties undergoing voluntary investigation and/or cleanup are in the Voluntary Cleanup Program.

LA COUNTY SITE MITIGATION COMPLAINT CONTROL LOG- The County of Los Angeles Public Health Investigation Compliant Control Log.

ORANGE COUNTY INDUSTRIAL SITE CLEANUPS- List maintained by the Orange County Environmental Health Agency.

RIVERSIDE COUNTY WASTE GENERATORS-A list of facilities in Riverside County which generate hazardous waste.

SACRAMENTO COUNTY MASTER HAZMAT LIST-Master list of facilities within Sacramento County with potentially hazardous materials.

SACRAMENTO COUNTY TOXIC SITE CLEANUPS-A list of sites where unauthorized releases of potentially hazardous materials have occurred.

Environmental FirstSearch Database Sources

NPL: EPA Environmental Protection Agency

Updated quarterly

NPL DELISTED: EPA Environmental Protection Agency

Updated quarterly

CERCLIS: EPA Environmental Protection Agency

Updated quarterly

NFRAP: EPA Environmental Protection Agency.

Updated quarterly

RCRA COR ACT: EPA Environmental Protection Agency.

Updated quarterly

RCRA TSD: EPA Environmental Protection Agency.

Updated quarterly

RCRA GEN: EPA Environmental Protection Agency.

Updated quarterly

RCRA NLR: EPA Environmental Protection Agency

Updated quarterly

Federal IC / EC: EPA Environmental Protection Agency

Updated quarterly

ERNS: EPA/NRC Environmental Protection Agency

Updated semi-annually

Tribal Lands: DOI/BIA United States Department of the Interior

Updated annually

State/Tribal Sites: CA EPA The CAL EPA, Depart. Of Toxic Substances Control
Phone: (916) 323-3400

Updated quarterly/when available

State Spills 90: CA EPA The California State Water Resources Control Board

Updated when available

State/Tribal SWL: CA IWMB/SWRCB/COUNTY The California Integrated Waste Management Board
Phone:(916) 255-2331
The State Water Resources Control Board
Phone:(916) 227-4365
Orange County Health Department

Updated quarterly/when available

State/Tribal LUST: CA SWRCB/COUNTY The California State Water Resources Control Board
Phone:(916) 227-4416
San Diego County Department of Environmental Health

Updated quarterly/when available

State/Tribal UST/AST: CA EPA/COUNTY/CITY The State Water Resources Control Board
Phone:(916) 227-4364
CAL EPA Department of Toxic Substances Control
Phone:(916)227-4404
US EPA Region 9 Underground Storage Tank Program
Phone: (415) 972-3372

ALAMEDA COUNTY CUPAS:

- * County of Alameda Department of Environmental Health
- * Cities of Berkeley, Fremont, Hayward, Livermore / Pleasanton, Newark, Oakland, San Leandro, Union

ALPINE COUNTY CUPA:

- * Health Department (Only updated by agency sporadically)

AMADOR COUNTY CUPA:

- * County of Amador Environmental Health Department

BUTTE COUNTY CUPA

- * County of Butte Environmental Health Division (Only updated by agency biannually)

CALAVERAS COUNTY CUPA:

- * County of Calaveras Environmental Health Department

COLUSA COUNTY CUPA:

- * Environmental Health Dept.

CONTRA COSTA COUNTY CUPA:

- * Hazardous Materials Program

DEL NORTE COUNTY CUPA:

- * Department of Health and Social Services

EL DORADO COUNTY CUPAS:

- * County of El Dorado Environmental Health - Solid Waste Div (Only updated by agency annually)
- * County of El Dorado EMD Tahoe Division (Only updated by agency annually)

FRESNO COUNTY CUPA:

- * Haz. Mat and Solid Waste Programs

GLENN COUNTY CUPA:

- * Air Pollution Control District

HUMBOLDT COUNTY CUPA:

- * Environmental Health Division

IMPERIAL COUNTY CUPA:

- * Department of Planning and Building

INYO COUNTY CUPA:

- * Environmental Health Department

KERN COUNTY CUPA:

- * County of Kern Environmental Health Department

- * City of Bakersfield Fire Department

KINGS COUNTY CUPA:

- * Environmental Health Services

LAKE COUNTY CUPA:

- * Division of Environmental Health

LASSEN COUNTY CUPA:

- * Department of Agriculture

LOS ANGELES COUNTY CUPAS:

- * County of Los Angeles Fire Department CUPA Data as maintained by the Los Angeles County Department of Public Works

- * County of Los Angeles Environmental Programs Division

- * Cities of Burbank, El Segundo, Glendale, Long Beach/Signal Hill, Los Angeles, Pasadena, Santa Fe Springs, Santa Monica, Torrance, Vernon

MADERA COUNTY CUPA:

- * Environmental Health Department

MARIN COUNTY CUPA:

- * County of Marin Office of Waste Management

- * City of San Rafael Fire Department

MARIPOSA COUNTY CUPA:

- * Health Department

MENDOCINO COUNTY CUPA:

- * Environmental Health Department

MERCED COUNTY CUPA:

- * Division of Environmental Health

MODOC COUNTY CUPA:

- * Department of Agriculture

MONO COUNTY CUPA:

- * Health Department

MONTEREY COUNTY CUPA:

- * Environmental Health Division

NAPA COUNTY CUPA:

- * Hazardous Materials Section

NEVADA COUNTY CUPA:

- * Environmental Health Department

ORANGE COUNTY CUPAS:

- * County of Orange Environmental Health Department

- * Cities of Anaheim, Fullerton, Orange, Santa Ana

- * County of Orange Environmental Health Department

PLACER COUNTY CUPAS:

- * County of Placer Division of Environmental Health Field Office

- * Tahoe City

- * City of Roseville Roseville Fire Department

PLUMAS COUNTY CUPA:

- * Environmental Health Department

RIVERSIDE COUNTY CUPA:

- * Environmental Health Department

SACRAMENTO COUNTY CUPA:

- * County Environmental Mgmt Dept, Haz. Mat. Div.

SAN BENITO COUNTY CUPA:

- * City of Hollister Environmental Service Department

SAN BERNARDINO COUNTY CUPAS:

- * County of San Bernardino Fire Department, Haz. Mat. Div.

- * City of Hesperia Hesperia Fire Prevention Department

- * City of Victorville Victorville Fire Department

SAN DIEGO COUNTY CUPA:

- * The San Diego County Dept. of Environmental Health HE 17/58

SAN FRANCISCO COUNTY CUPA:

- * Department of Public Health
- SAN JOAQUIN COUNTY CUPA:
- * Environmental Health Division
- SAN LUIS OBISPO COUNTY CUPAS:
- * County of San Luis Obispo Environmental Health Division
- * City of San Luis Obispo City Fire Department
- SAN MATEO COUNTY CUPA:
- * Environmental Health Department
- SANTA BARBARA COUNTY CUPA:
- * County Fire Dept Protective Services Division
- SANTA CLARA COUNTY CUPAS:
- * County of Santa Clara Hazardous Materials Compliance Division
- * Santa Clara County Central Fire Protection District (Covers Campbell, Cupertino, Los Gatos, & Morgan Hill)
- * Cities of Gilroy, Milpitas, Mountain View, Palo Alto, San Jose Fire, Santa Clara, Sunnyvale
- SANTA CRUZ COUNTY CUPA:
- * Environmental Health Department
- SHASTA COUNTY CUPA:
- * Environmental Health Department
- SIERRA COUNTY CUPA:
- * Health Department
- SISKIYOU COUNTY CUPA:
- * Environmental Health Department
- SONOMA COUNTY CUPAS:
- * County of Sonoma Department Of Environmental Health
- * Cities of Healdsburg / Sebastopol, Petaluma, Santa Rosa
- STANISLAUS COUNTY CUPA:
- * Department of Environmental Resources Haz. Mat. Division
- SUTTER COUNTY CUPA:
- * Department of Agriculture
- TEHAMA COUNTY CUPA:
- * Department of Environmental Health
- TRINITY COUNTY CUPA:
- * Department of Health
- TULARE COUNTY CUPA:
- * Environmental Health Department
- TUOLUMNE COUNTY CUPA:
- * Environmental Health
- VENTURA COUNTY CUPAS:
- * County of Ventura Environmental Health Division
- * Cities of Oxnard, Ventura
- YOLO COUNTY CUPA:
- * Environmental Health Department
- YUBA COUNTY CUPA:

Updated quarterly/annually/when available

State/Tribal IC: *CA EPA* The California EPA Department of Toxic Substances Control.

Updated Updated quarterly/annually/when available

State/Tribal VCP: *CA EPA* The California EPA Department of Toxic Substances Control.

Updated Updated quarterly/annually/when available

RADON: *NTIS* Environmental Protection Agency, National Technical Information Services

Updated periodically

State Permits: CA COUNTY The San Diego County Depart. Of Environmental Health
Phone:(619) 338-2211
San Bernardino County Fire Department

Updated quarterly/when available

State Other: CA EPA/COUNTY The CAL EPA, Depart. Of Toxic Substances Control
Phone: (916) 323-3400
The Los Angeles County Hazardous Materials Division
Phone: (323) 890-7806
Orange County Environmental Health Agency
Phone: (714) 834-3536
Riverside County Department of Environmental Health, Hazardous Materials Management Division
Phone:(951) 358-5055
Sacramento County Environmental Management Department

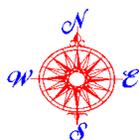
Updated quarterly/when available

Environmental FirstSearch
Street Name Report for Streets within .25 Mile(s) of Target Property

Target Property: 1312 SOUTH MAIN ST
MILPITAS CA 95035

JOB: 08107

Street Name	Dist/Dir	Street Name	Dist/Dir
S Main St	0.02 NW		
S Abel St	0.05 SW		
Woodland Ct	0.10 NW		
Greentree Way	0.13 SW		
Greentree Cir	0.13 SW		
Great Mall Pky	0.15 NE		
Polaris Ct	0.15 NW		
McCandless Dr	0.16 NE		
Fallen Leaf Dr	0.17 SW		
Woodland Way	0.17 SW		
Fairlane Dr	0.17 NE		
Sun Ct	0.18 NW		
W Capitol Ave	0.19 NW		
Evergreen Way	0.19 SW		
Moon Ct	0.22 NW		
Lonetree Ct	0.22 SW		
Great Mall Dr	0.23 NE		
Moonbeam Way	0.23 SW		
Cedar Way	0.25 SW		

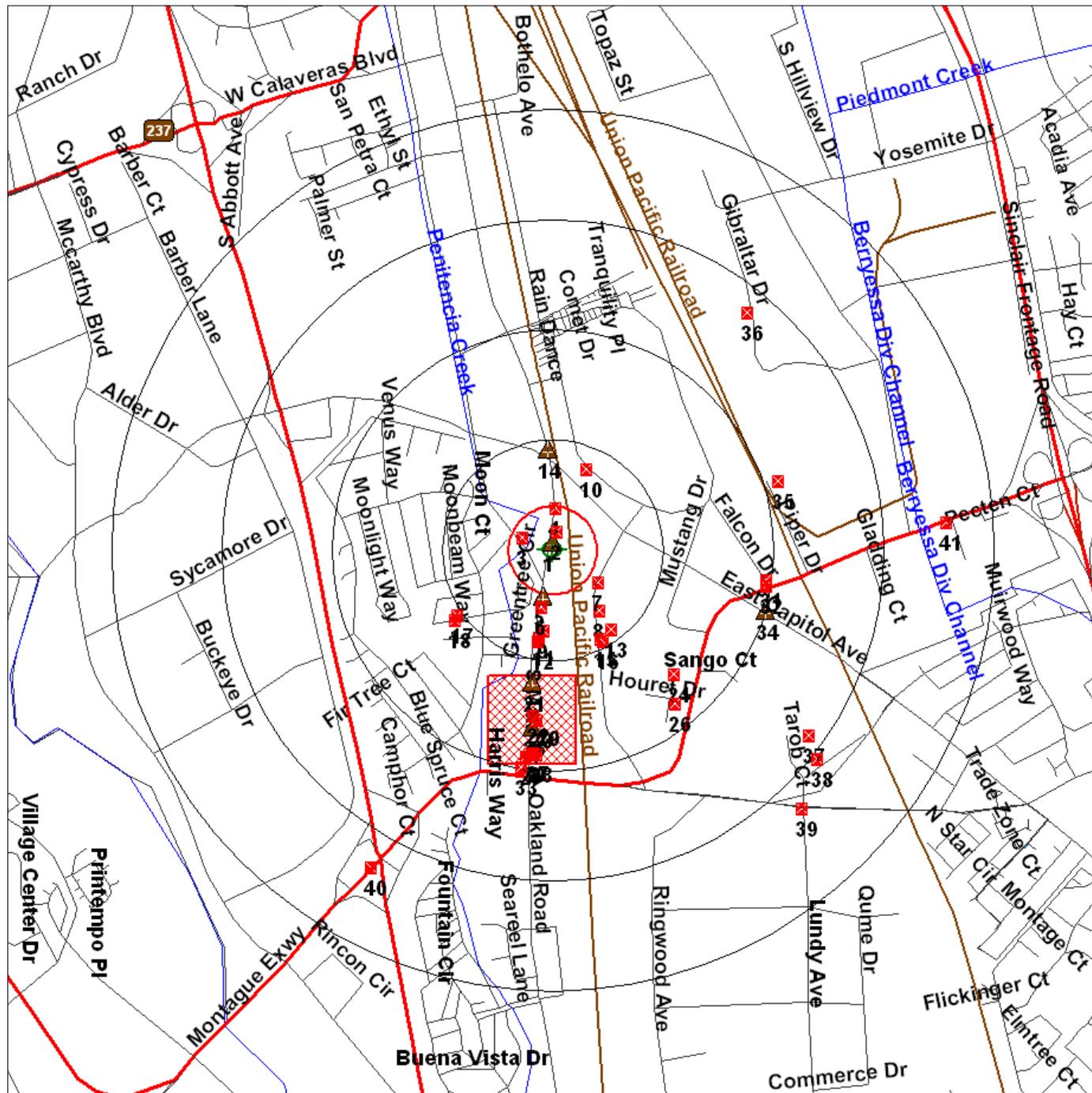


Environmental FirstSearch

1 Mile Radius
Single Map:

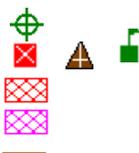


1312 SOUTH MAIN ST, MILPITAS CA 95035



Source: U.S. Census TIGER Files

- Target Site (Latitude: 37.411798 Longitude: -121.902011)
- Identified Site, Multiple Sites, Receptor
- NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste
- Triballand.....
- Railroads
- Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius





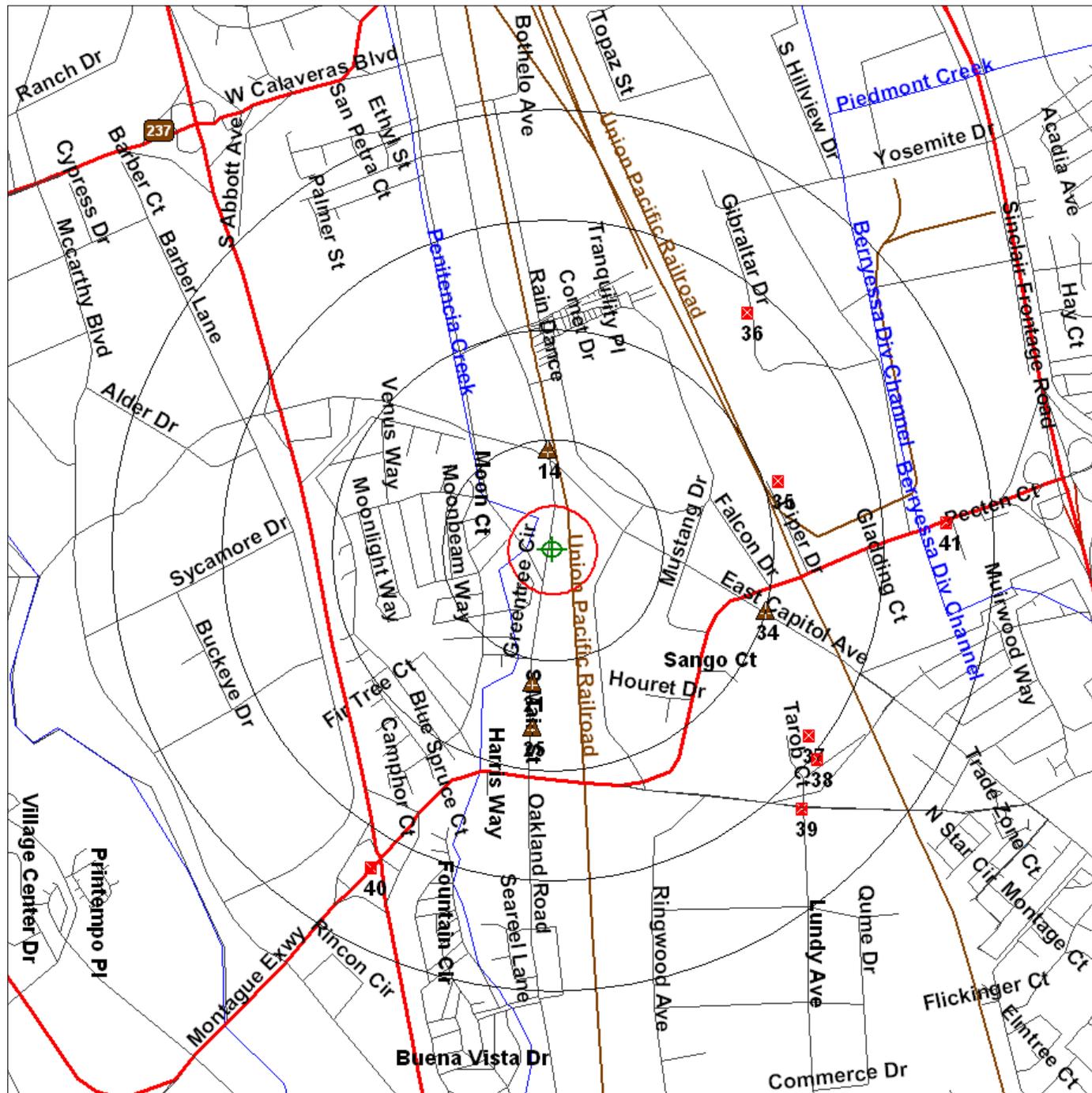
Environmental FirstSearch

1 Mile Radius

ASTM-05: NPL, RCRACOR, STATE, RCRATSD



1312 SOUTH MAIN ST, MILPITAS CA 95035



Source: U.S. Census TIGER Files

- Target Site (Latitude: 37.411798 Longitude: -121.902011)
- Identified Site, Multiple Sites, Receptor
- NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste
- Triballand.....
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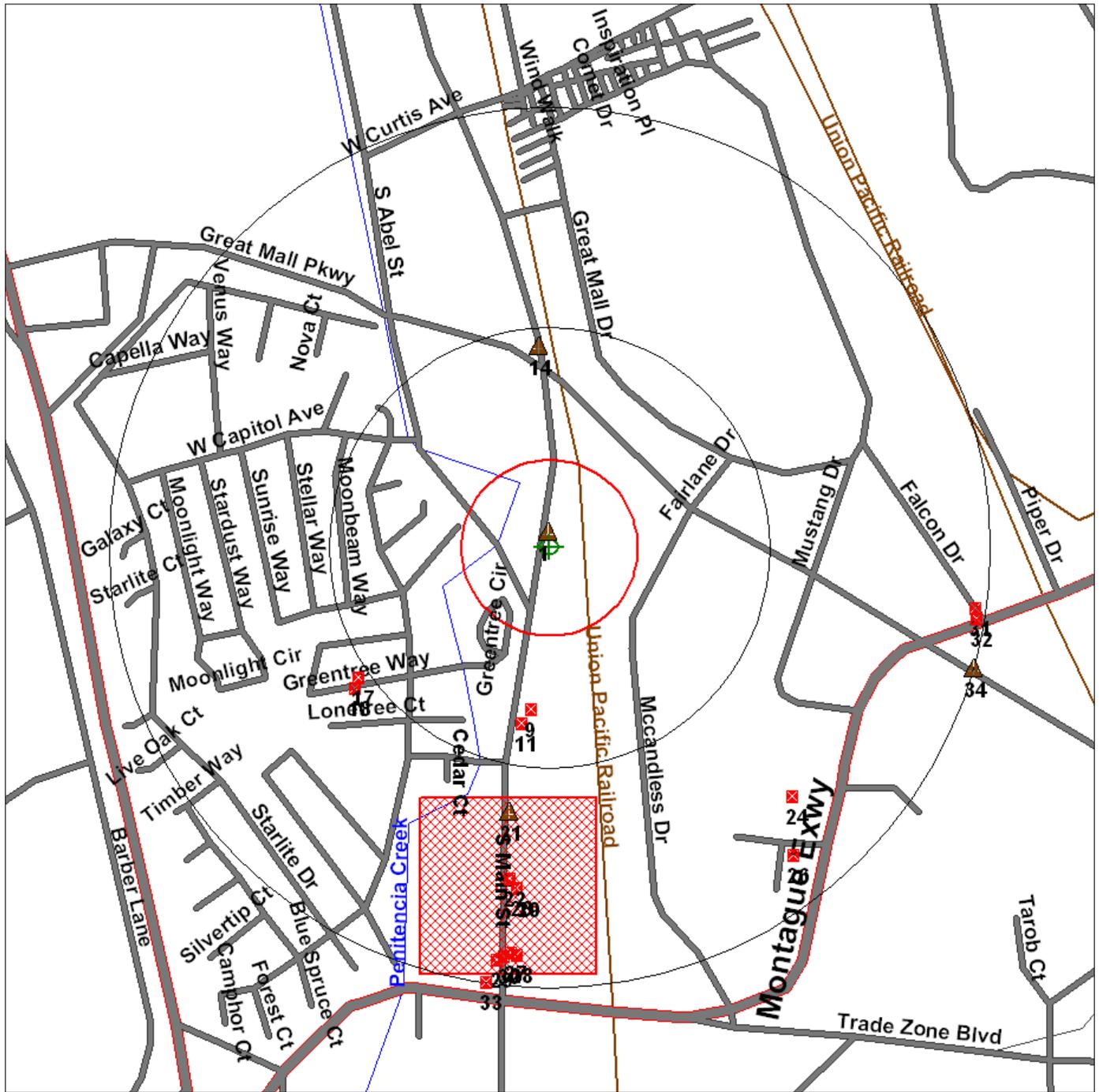


Environmental FirstSearch

.5 Mile Radius
ASTM-05: Multiple Databases

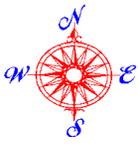


1312 SOUTH MAIN ST, MILPITAS CA 95035



Source: U.S. Census TIGER Files

- Target Site (Latitude: 37.411798 Longitude: -121.902011)
- Identified Site, Multiple Sites, Receptor
- NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste
- Triballand
- Railroads
- Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius



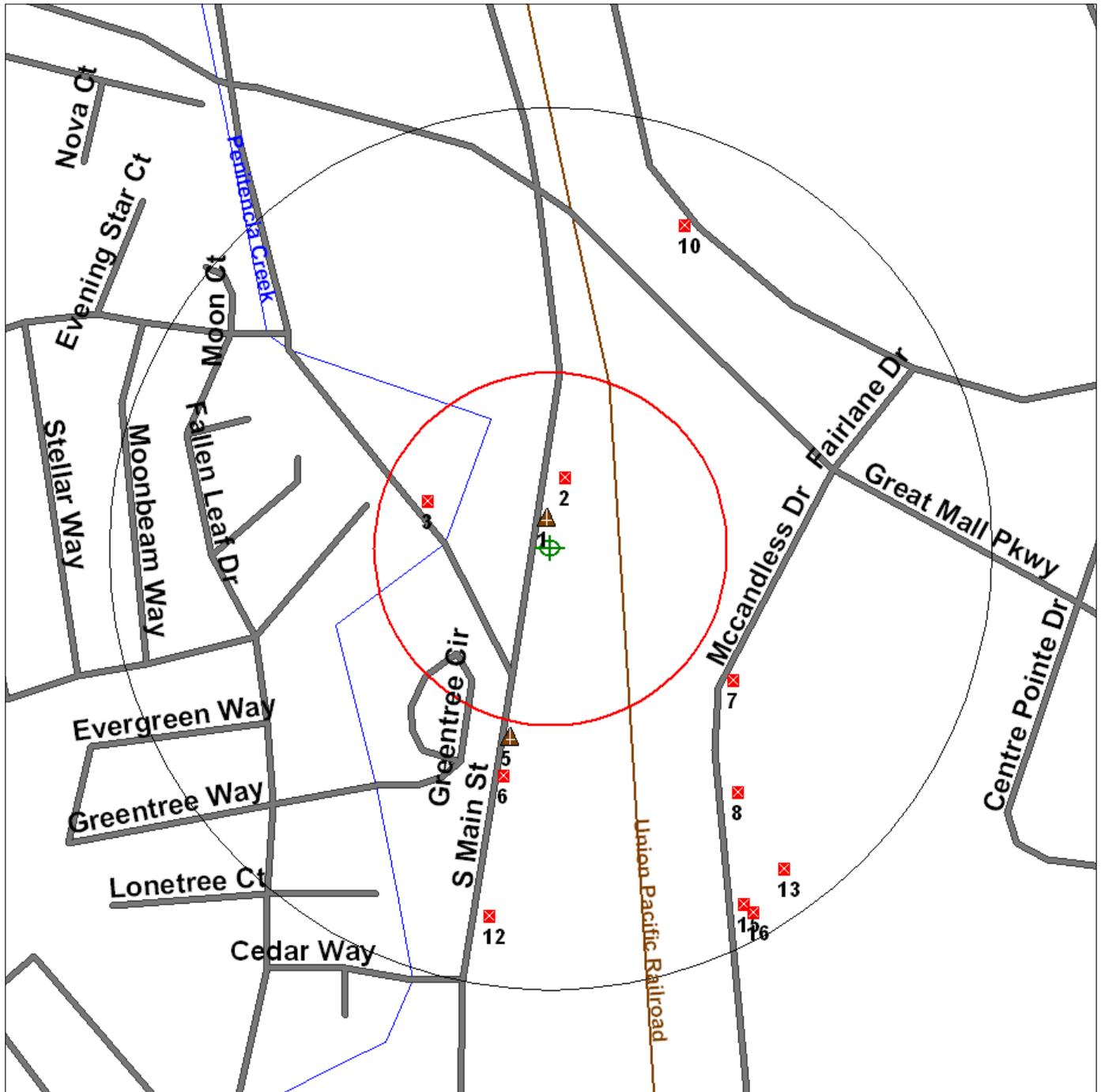
Environmental FirstSearch

.25 Mile Radius

ASTM-05: RCRA GEN, UST, PERMITS, OTHER



1312 SOUTH MAIN ST, MILPITAS CA 95035



Source: U.S. Census TIGER Files

Target Site (Latitude: 37.411798 Longitude: -121.902011)

Identified Site, Multiple Sites, Receptor

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

Railroads

Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius





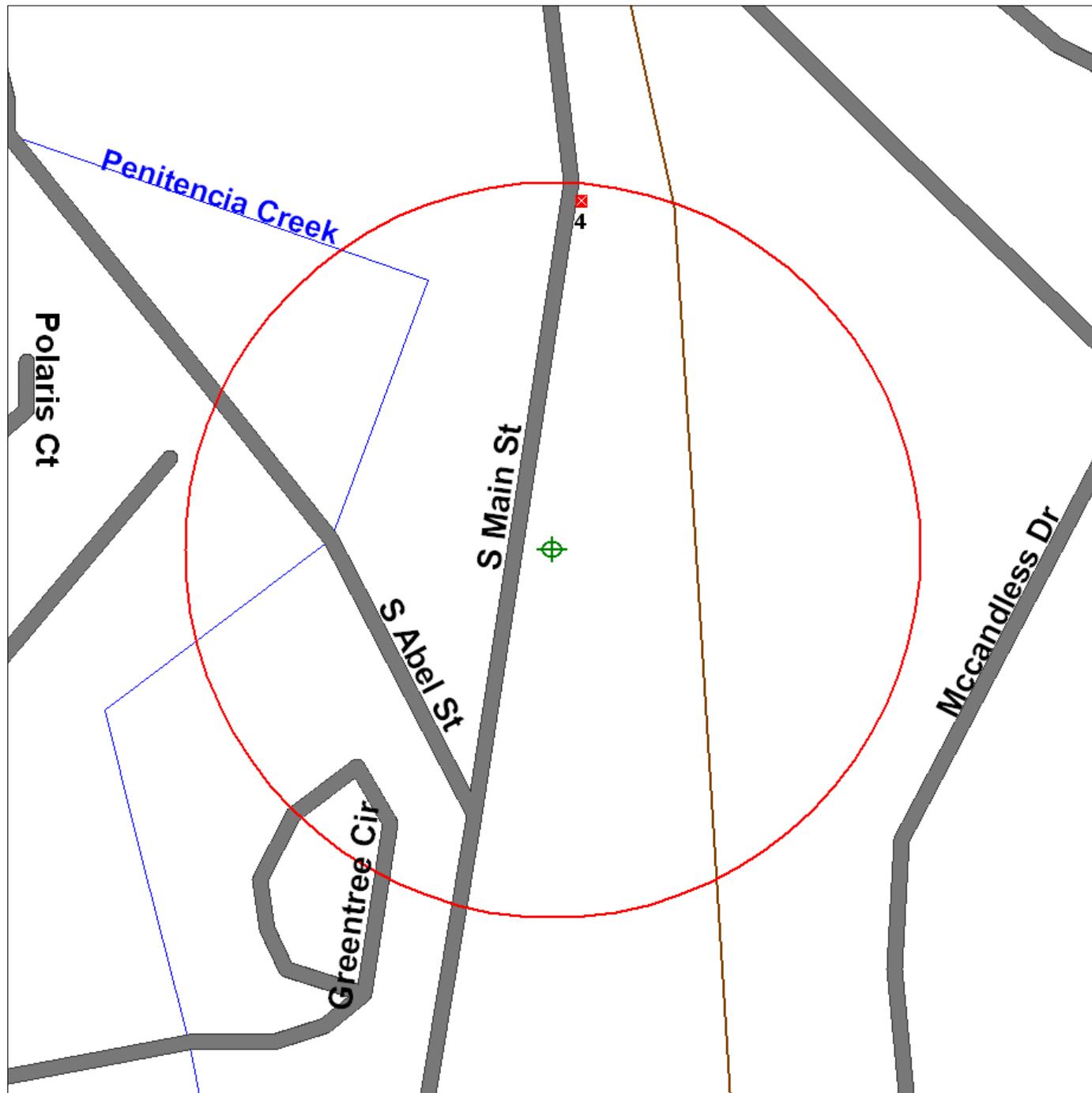
Environmental FirstSearch

.12 Mile Radius

ASTM-05: SPILLS90, ERNS, RCRANLR



1312 SOUTH MAIN ST, MILPITAS CA 95035



Source: U.S. Census TIGER Files

Target Site (Latitude: 37.411798 Longitude: -121.902011)

Identified Site, Multiple Sites, Receptor

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

Railroads

Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius





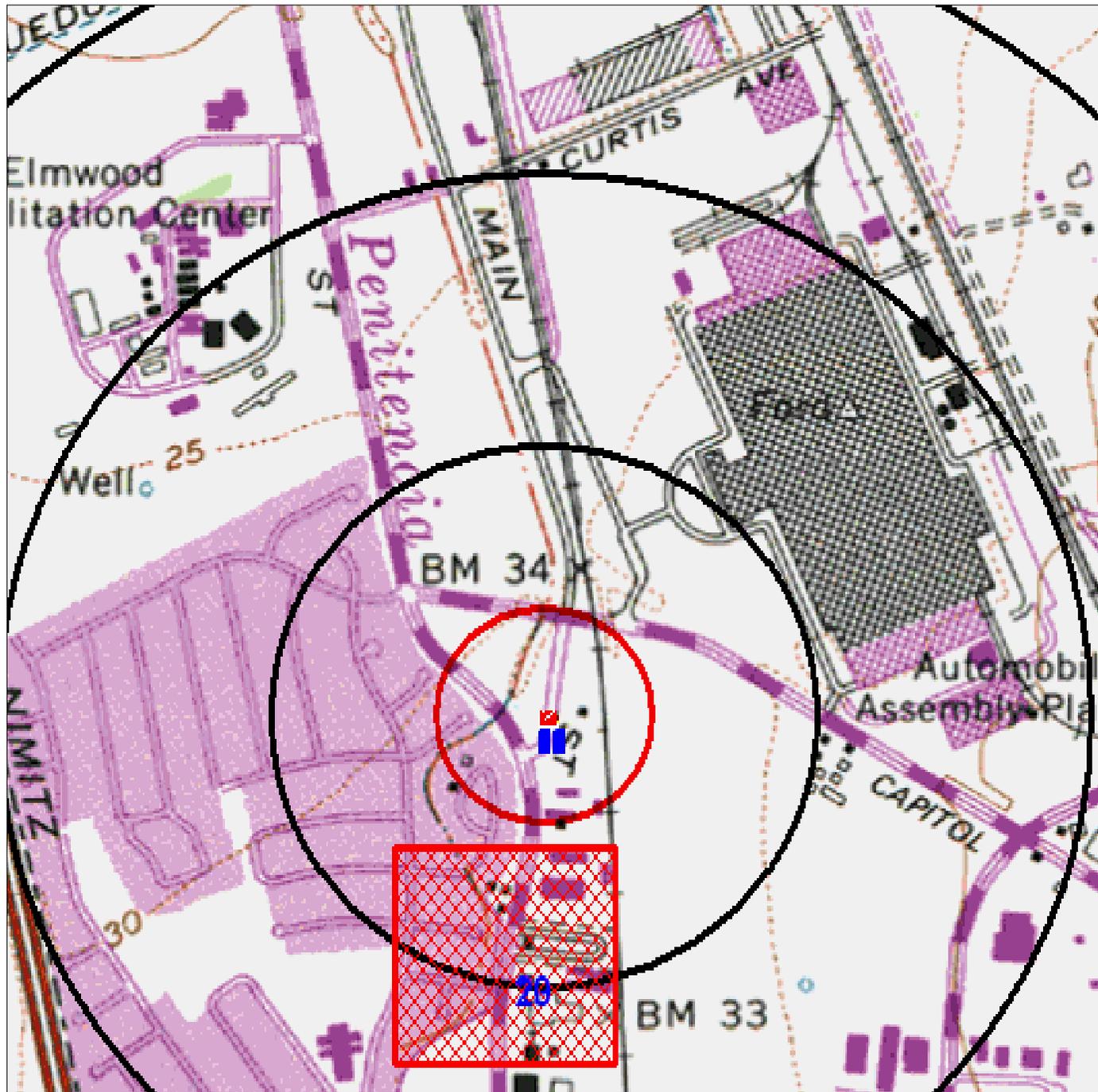
Environmental FirstSearch

Topo : 0.50 Mile Radius

Single Map



1312 SOUTH MAIN ST, MILPITAS CA 95035



Source:

Target Site (Latitude: 37.411798 Longitude: -121.902011)

Identified Site, Multiple Sites, Receptor

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL) or Hazardous Waste

Tribal Land.....

Map Name: MILPITAS Date Created: 1961-- Date Revised: 1980--

Map Reference Code: 37121-D8-TF-024

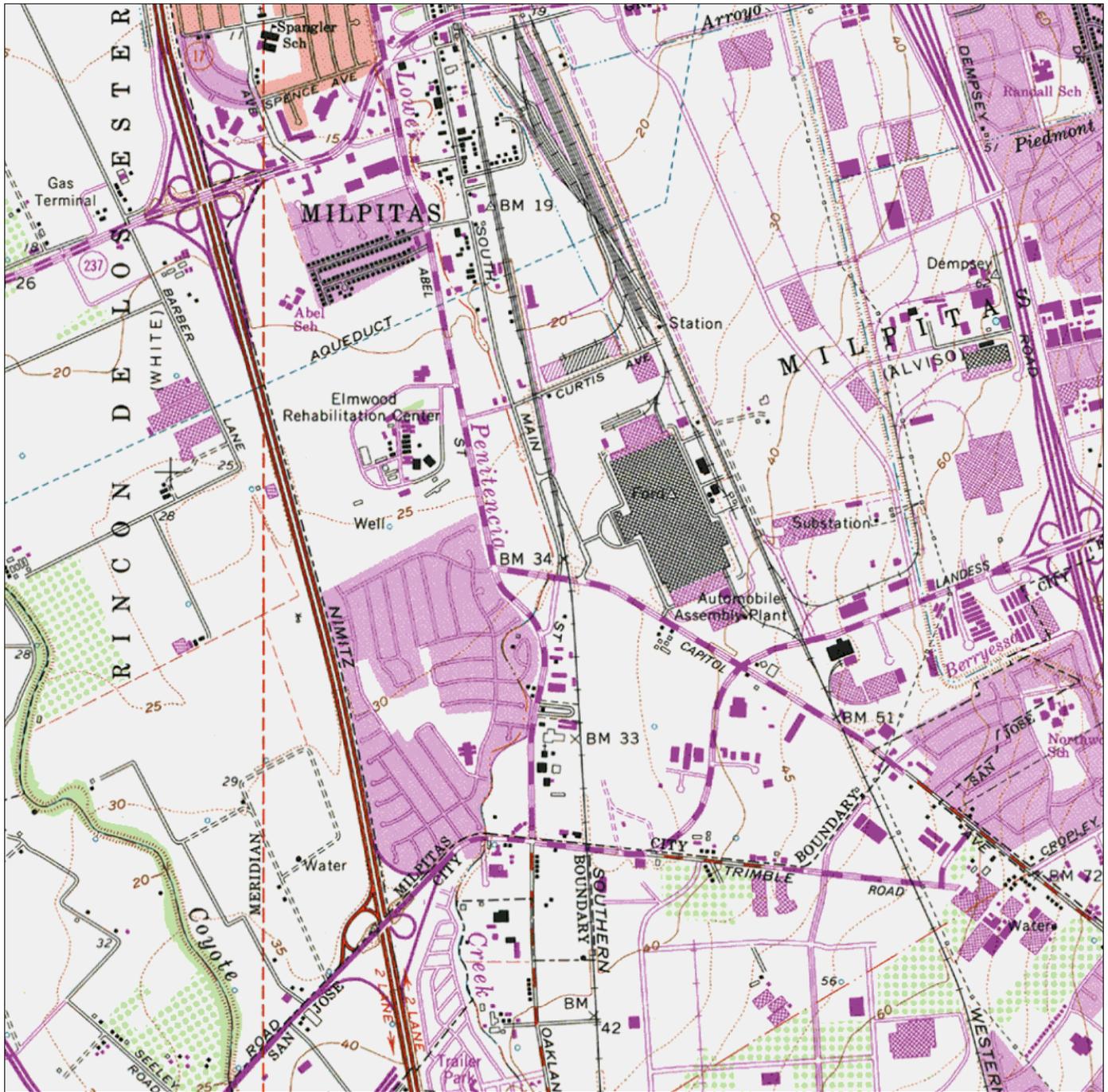
Black Rings Represent 1/4 Mile Radii; Red Ring Represents 500 ft. Radius



Site Location Map

Topo : 1.25 Mile Radius

1312 SOUTH MAIN ST, MILPITAS CA 95035



SOURCE: SCANNED USGS TOPOGRAPHIC QUADRANGLES
SCANNED BY MAPTECH AND USGS
DISTRIBUTED AUGUST, 2005.

Black Rings Represent 1/4 Mile Radii; Red Ring Represents 500 ft. Radius



Data Supplied by:

Prepared by FirstSearch Technology Corporation 08-27-08

JOB NO.

08107

Map Name: MILPITAS

Date Created: 1961

Date Revised: 1980

FIGURE NO.

Map Reference Code: 37121-D8-TF-024

Contour Interval: 20 feet

1



APPENDIX E

**SITE ASSESSMENT CHECKLIST AND
ASTM TRANSACTION SCREEN AND ENVIRONMENTAL SITE
ASSESSMENT QUESTIONNAIRE**

SITE RECONNAISSANCE CHECKLIST

#08107
1312 - 1316 S. Main
M.I. pitao

Site Reconnaissance:

Inspector: Nissa Nack Date: 9/8/08

Non-Facility Visitors: _____ Weather Conditions: good

(1) Topography/Fill Areas: ∅

(2) Soil/Geology: _____

(3) Ground Water: _____

(4) Vegetation: Some landscaping @ front (West) of Lot - otherwise bare earth

(5) Wetlands: ∅

(6) Drainage: Describe (i.e., roof drains, storm drains, rivers and streams flow directions)

a) Building: roof

b) Site: Appears to be to street - w

c) Regional: _____

(7) Public Utilities: Drinking Water Electric Storm Sewer Waste Water Sewer Heating

Private Utilities (Identify): _____

(8) Evidence of Contamination: Note environmental features (i.e., asbestos, sloppy housekeeping, hazardous chemicals, stores areas, containment structures)

a) General Building Information:

Bldg. Number: 2 Type: Residence & Vet. Clinic

Age: 5 1960's Features: 1 story

Construction: Both - Stucco on concrete slab

b) Building Interior Condition: Vet clinic - generally good condition clean & neat. Red rot lacemats

Odors: ∅

Spillage: ∅

Potential Asbestos: Popcorn ceiling, sheet vinyl floor throughout

Housekeeping: good

c) Building Exterior Condition: good

No. of Transformers: ∅ - in ground PG&E Vault on west side of lot Content: _____

Area of Stained Soils: ∅

No. of Tanks/UST: ∅ Age: _____ Size: _____ Type: _____

No. of Tanks/AST: ∅ Age: _____ Size: _____ Type: _____

(9) Storage Area Condition:

No. of Drums: ∅ Type: _____

No. of Gas Cylinders: 24 3-O₂, 1-N₂trics Type: 2 N₂'s + 2 O₂ empty

Waste Removal: _____ Number: _____ Type: _____

Debris: City of Fremont Number: _____ Type: _____

- Photo process in Plastic 2 10 gal containers
- Bio waste (sharps in container) - other in fridge & taken out

Signature: [Signature]

CERCLA: _____

Date: 9/8/08

Site Address: 1312-16 South Main St., Milpitas

Person Interviewed/Title: Myron Jorgensen

ASTM Transaction Screen and Environmental Site Assessment Questionnaire

	Owner	Occupants	Observed during site visit
1. Is the property or any adjoining site used for an industrial use?	Yes <input checked="" type="radio"/> No Unk	Yes No Unk	Yes <input checked="" type="radio"/> No Unk
2. To the best of your knowledge, has the property or any adjoining site been used for an industrial use?	Yes <input checked="" type="radio"/> No Unk	Yes No Unk	Yes <input checked="" type="radio"/> No Unk
3. Is the property or any adjoining site used for a gasoline station, motor repair, commercial printing, dry cleaning, photo processing, junkyard, landfill, or waste storage, disposal, processing or recycling?	Yes <input checked="" type="radio"/> No Unk	Yes No Unk	Yes <input checked="" type="radio"/> No Unk
4. To the best of your knowledge, has the Property or any adjoining site been used for a gasoline station, motor repair, commercial printing, dry cleaning, photo processing, junkyard or for waste storage, disposal, processing or recycling?	Yes <input checked="" type="radio"/> No Unk	Yes No Unk	Yes <input checked="" type="radio"/> No Unk <i>adjoining to E-former used</i>
5) Are there, or has there been to the best of your knowledge, discarded batteries or pesticides, paints, or other chemicals in more than 5 gallon containers or 50 gallons in total stored or used at the Property?	Yes <input checked="" type="radio"/> No Unk	Yes No Unk	Yes <input checked="" type="radio"/> No Unk
6. Are there, or has there been to the best of your knowledge, any industrial drums (usually 55 gallon) or sacks of chemicals on the Property	Yes <input checked="" type="radio"/> No Unk	Yes No Unk	Yes <input checked="" type="radio"/> No Unk
7. Are there, or has there been to the best of your knowledge, any fill dirt from a contaminated or unknown site put on the property	Yes <input checked="" type="radio"/> No Unk	Yes No Unk	Yes <input checked="" type="radio"/> No Unk
8. Are there, or has there been to the best of your knowledge, any pits, ponds or lagoons on the Property in connection with waste treatment or disposal?	Yes <input checked="" type="radio"/> No Unk	Yes No Unk	Yes <input checked="" type="radio"/> No Unk
9. Is there, or has there been to the best of your knowledge, any stained soil or ground on the property?	Yes <input checked="" type="radio"/> No Unk	Yes No Unk	Yes <input checked="" type="radio"/> No Unk

return to:
510.886.5399 - fax or info@eras.biz

Site Address: 1312-16 South Main St., Milpitas

	Owner	Occupants	Observed during site visit
10. Are there, or has there been to the best of your knowledge any registered or unregistered underground (UST) or above ground (AST) storage tanks on the property?	Yes <input checked="" type="radio"/> No <input type="radio"/> Unk <input type="radio"/>	Yes No Unk	Yes <input checked="" type="radio"/> No <input type="radio"/> Unk <input type="radio"/>
12. Are there, or has there been to the best of your knowledge, any flooring, drains, or walls on the Property that are stained by substances other than water or are emitting foul odors?	Yes <input checked="" type="radio"/> No <input type="radio"/> Unk <input type="radio"/>	Yes No Unk	Yes <input checked="" type="radio"/> No <input type="radio"/> Unk <input type="radio"/> <i>Photo proceeds in shower not allowed to drink</i>
13. If the Property is served by a non public water system, is there any indication that the water supply was contaminated or were contaminants identified that exceeded guidelines.	<i>one in shower</i> Yes <input checked="" type="radio"/> No <input type="radio"/> Unk <input type="radio"/>	Yes No Unk	Yes <input checked="" type="radio"/> No <input type="radio"/> Unk <input type="radio"/>
14. Does the owner or occupant have knowledge of liens or governmental notification relating to violations of environmental law	Yes <input checked="" type="radio"/> No <input type="radio"/> Unk <input type="radio"/>	Yes No Unk	Yes <input checked="" type="radio"/> No <input type="radio"/> Unk <input type="radio"/>
15. Does the owner or occupant have knowledge of the current or past presence of hazardous substances or petroleum products on the Property?	Yes <input checked="" type="radio"/> No <input type="radio"/> Unk <input type="radio"/>	Yes No Unk	Yes <input checked="" type="radio"/> No <input type="radio"/> Unk <input type="radio"/>
16. Does the owner or occupant have knowledge of any environmental site assessment that indicated the presence of contamination or recommended further assessment	Yes <input checked="" type="radio"/> No <input type="radio"/> Unk <input type="radio"/>	Yes No Unk	Yes <input checked="" type="radio"/> No <input type="radio"/> Unk <input type="radio"/>
17/ does the owner or occupant have knowledge of past, threatened or pending lawsuits regarding a release of any hazardous release of any hazardous substance on the Property.	Yes <input checked="" type="radio"/> No <input type="radio"/> Unk <input type="radio"/>	Yes No Unk	Yes <input checked="" type="radio"/> No <input type="radio"/> Unk <input type="radio"/>
18. Does the Property discharge waste water, other than storm or sanitary water into sewer?	Yes <input checked="" type="radio"/> No <input type="radio"/> Unk <input type="radio"/>	Yes No Unk	Yes <input checked="" type="radio"/> No <input type="radio"/> Unk <input type="radio"/>
19. Is there any evidence to the best of your knowledge that hazardous substances, tires, batteries or other waste materials have been dumped, buried, or burned on the Property.	Yes <input checked="" type="radio"/> No <input type="radio"/> Unk <input type="radio"/>	Yes No Unk	Yes <input checked="" type="radio"/> No <input type="radio"/> Unk <input type="radio"/>
20. Is there a transformer, capacitor or other hydraulic equipment for which there are records indicating the presence of PCB's.	Yes <input checked="" type="radio"/> No <input type="radio"/> Unk <input type="radio"/>	Yes No Unk	Yes <input checked="" type="radio"/> No <input type="radio"/> Unk <input type="radio"/>

return to:
510.886.5399 - fax or info@eras.biz

Site Address: 1312-16 South Main St., Milpitas

How long have you owned the Property and who have the occupants been? What has the Property been used for in the past? (please provide duration)

- Occupied Property since April 1958,
 + purchased ~1980.
 - Structures were constructed were by
 previous owner (Lacey, DVM) ~1955±
 - Was vacant prior except for possible
 shed

Who Occupied the Property prior to you?

Interviewee Signature: *Myra Jorgensen*
 Interviewee Printed Name: Myra Jorgensen
 Date: 9/08/08
 Phone Number: 408-262-2325

Interviewer Signature: *Nissa Nack*
 Interviewer Printed Name: Nissa Nack

APPENDIX F
CASE CLOSURE FOR ADJACENT SITE

File Document Page Help



Page 1

Zoom 50%

Rotate 90°



Index
FACIL
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SUITE
STREE
DOC 1

STATE OF CALIFORNIA
CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD
SAN FRANCISCO BAY REGION
3100 WEBSTER STREET, SUITE 300
OAKLAND, CA 94612
(510) 286-1264

RECEIVED

February 8, 1994
File No. 2188.14(LRW)
RB#43-0015

Mr. Larry Pederson
A-Tool Shed
1300 South Main Street MILPITAS FIRE DEPT
Milpitas, CA 95035

Re: No Further Action, A-Tool Shed, 1300 South Main Street, Milpitas, CA

Dear Mr. Pederson:

We have reviewed the case file for the above site and make the following findings:

1) According to the February 21, 1990, Underground Storage Tank Unauthorized Release Report and associated material from the Milpitas Fire Department, it appears that one 550-gallon leaded gasoline underground storage tank was removed from the site in mid-February, 1990. According to the Milpitas Fire Department, during removal, the tank appeared to be in good condition and no rust or holes were noted. Three soil samples were collected from the native soil and submitted for sampling. The soil sampling report indicated that 8 parts per million (ppm) Total Petroleum Hydrocarbons as gasoline (TPH-G), 25 ppm Ethyl Benzene, and 64 ppm Xylenes were detected in one of the three soil samples. The other two samples were non-detect for all target pollutants.

2) In a recent conversation with John West of my staff, you mentioned that following tank removal, soil in the tank pit was manually turned once a week and left to aerate for approximately two months before backfilling the pit with clean soil.

3) No spills, leaks, or other surface pollution of fuels have been identified or are suspected at the site.

Therefore, based on available information, the fuel release at the site appears to be insignificant and does not pose a threat to groundwater. Further investigation or remedial action is not required at this time. Further work could be required if conditions change or a water quality threat is discovered at the site.

If you have any questions regarding this or other matters at this site, please contact John R. West of my staff at (510) 286-1247.

Sincerely,

Steven P. Fitchin
Executive Officer

Stephen J. Morse
Stephen J. Morse, Chief
South Bay Toxic Division

cc: Ms. Belinda Allen, SCVWD
Mr. Jim Blaney, SCCND
Mrs. Patricia Joki, Milpitas Fire Department
Mr. Mike Harper, SWRCB



City of Milpitas

Direct Links

- Agendas
- Building Permits
- Campaign Statements
- Fire Facility Pre-Plans
- Fire Projects
- Meeting Minutes
- Ordinances & Resolutions

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Building Permits: 586-3240
Fire Facility Pre-Plans: 586-3370
All Others: 586-3001, 3002, or 3003



Memorandum

Date: December 3, 2008
To: Janice Spuller, City of Milpitas
From: Brett Walinski, P.E.
Ryan Sebastian
Subject: Traffic Study for the Proposed Milpitas Child Care

RECEIVED

DEC 11 2008

CITY OF MILPITAS
PLANNING DIVISION

Hexagon Transportation Consultants, Inc. has completed this traffic study for the Milpitas Child Care project located in Milpitas, California. The site is located at 1312 S. Main Street (see Figure 1 for site location and Figure 2 for project site plan). The project as proposed would replace a 1,512 square foot (s.f.) veterinary services building with a 5,002 s.f. child care center. Access to the project site is provided via Main Street.

Scope of Study

This study was conducted for the purpose of identifying the potential traffic impacts related to the proposed development. The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Milpitas. The traffic analysis was based on peak-hour levels of service for the following signalized intersections:

- Main Street and Great Mall Parkway
- Abel Street and Main Street
- Main Street and Cedar Way
- Main Street and Montague Expressway

A County Congestion Management Program (CMP) analysis was not required because the project would generate fewer than 100 peak hour trips.

Traffic conditions at the signalized intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 and 9:00 AM, and the PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average day. The operations of the study intersections were evaluated for the following conditions:

Condition 1: *Existing Conditions.* Existing conditions were represented by existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from previous traffic studies and the City of Milpitas. These counts are shown in the attached appendix.

Condition 2: *Background Conditions.* Background conditions were represented by future background traffic volumes on the near-term roadway network. Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from

approved but not yet completed developments. The latter components are contained in the City of Milpitas Approved Trips Inventory (ATI).

Condition 3: Project Conditions. Project conditions were estimated by adding to background traffic volumes the additional traffic generated by the project. Project conditions were evaluated relative to background conditions in order to determine potential project impacts.

The study intersections were evaluated for each scenario using level of service (LOS). Level of service is a qualitative measure of traffic operations, ranging from LOS A (free-flow conditions) to LOS F (congested conditions). The levels of service at the signalized intersections were evaluated using TRAFFIX software with CMP defaults. This method uses the *2000 Highway Capacity Manual* methodology to estimate the average delay per vehicle in seconds. This average delay can then be correlated to a level of service as shown in Table 1.

Table 1
Signalized Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Control Delay Per Vehicle (seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	10.0 or less
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, *Highway Capacity Manual 2000*, Exhibit 16-2.

Existing Transportation Setting

Regional vehicle access to the project is provided via *Abel Street*, *Main Street*, and *Great Mall Parkway*. Direct access to the project site is provided via *Main Street*. These facilities are described below.

Abel Street is a four-lane, north/south, arterial beginning at Main Street and terminating at Milpitas Boulevard. This roadway provides a two-way center left-turn lane along some segments. This facility is signalized at major cross streets where left-turn pockets are provided. On-street parking is generally prohibited, except adjacent to residential frontage. *Abel Street* provides access to the project site via *Main Street*.

Main Street is a north/south collector connecting Montague Expressway to residential areas north of Calaveras Boulevard. This roadway consists of four travel lanes from Montague Expressway to just north of Curtis Avenue, where it transitions to a two lane facility with parking on both sides. *Main Street* provides direct access to the project site.

Great Mall Parkway is a six-lane east/west arterial beginning at I-880 and terminating at Montague Expressway. The Santa Clara Valley Transportation Authority (VTA) operates a light rail facility in the median of *Great Mall Parkway*. *Great Mall Parkway* provides access to the project site via *Main Street*.

Pedestrian, Bicycle Facilities, and Transit Services

The closest bike lanes in the vicinity of the project site are found on *Main Street/Oakland Road* from *Great Mall Parkway* to *US-101*, *Tasman Drive/Great Mall Parkway/Capitol Avenue* from the *Guadalupe River* to *East San Jose*, and *Abel Street* from *Corning Avenue* to *Great Mall Parkway*.

Pedestrian facilities in the project area consist primarily of sidewalks and crosswalks along the streets in the surrounding residential neighborhood and in nearby commercial areas. Sidewalks and crosswalks are found along virtually all nearby roadways.

Existing transit service on the surrounding roadway network is provided by the VTA. Bus route 66 would provide the closest transit service. It provides service from North Milpitas to Santa Teresa Hospital in South San Jose along *Main Street* with 15-minute headways during commute hours. VTA also provides light rail transit (LRT) service at the *Great Mall/Main Station* within walking distance of the project site. Connections to multiple bus routes and express lines are also available at this station.

Existing Intersection Operations

Traffic operations at the study intersection were evaluated using TRAFFIX software to determine level of service for the AM and PM peak hours. The TRAFFIX calculation sheets are included in the attached appendix. The results show that, measured against City of Milpitas and CMP standards, all of the signalized study intersections currently operate at acceptable levels of service during both the AM and PM peak hours (see also Table 3).

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 accurately reflects actual existing traffic conditions.

Background Conditions

The background conditions are future traffic conditions just prior to project completion. Background peak hour traffic volumes were calculated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments was provided by Milpitas in the form of the Approved Trips Inventory (ATI). A description of the ATI is included in the Appendix.

There are no planned improvements to the study intersections with the exception of Main Street/Cedar Way. As part of the Alexan Residential project on Main Street, an eastern leg will be added on Cedar Way to provide access to the development. The western leg will be restriped from one shared through left and one right turn to one left turn and one shared through right to avoid potential conflicts. Otherwise, the background roadway network was assumed to be the same as the existing roadway network:

The results of the level of service calculations show that all of the study intersections would continue to operate at acceptable levels under background conditions during the AM and PM peak hours (see also Table 3). The level of service calculation sheets are included in the Appendix.

Project Trip Generation and Assignment

The magnitude of traffic added to the roadway system by the project was estimated by multiplying the applicable trip generation rates by the size of the development. The trip generation rates used for the proposed project are based on those published by the San Diego Association of Governments (SANDAG). Based on these rates, the proposed project would generate 76 trips during the AM peak hour and 73 trips during the PM peak hour. Trip credits were applied to account for the existing use onsite, which is a veterinary hospital. After subtracting these trips, the proposed project would generate 74 new AM peak hour trips and 69 new PM peak hour trips. The project trip generation estimates are presented in Table 2.

The trip distribution pattern for the proposed project was estimated based on existing travel patterns in the area, the locations of complementary land uses, and previous traffic studies. The project trip distribution and assignment for the net project trips are shown graphically on Figure 3.

Table 2
Project Trip Generation Estimates

Land Use	Size	Daily Rate	Daily Trips	AM Peak Hour						PM Peak Hour					
				Rate	% In	% Out	Total	In	Out	Rate	% In	% Out	Total	In	Out
Proposed Project															
Day Care Center /a/	5.002 ksf	80	400	0.19	50%	50%	76	38	39	0.18	50%	50%	73	37	37
Existing Use															
Animal Hospital /b/	1.512 ksf	20	30	0.06	80%	20%	2	1	1	0.10	30%	70%	4	1	3
NET PROJECT TRIPS			370				74	37	38				69	35	34

/a/ SANDAG, May 2003, Day Care Center.
/b/ SANDAG, May 2003, Medical Office.
Note: Numbers may not add due to rounding.

Project Traffic Impacts

Project conditions are defined as background traffic volumes plus the addition of project traffic. The project condition traffic volumes are shown in Figure 4. The levels of service for project conditions are shown in Table 3. The results of the level of service calculations show that all of the study intersections would continue to operate at acceptable levels under project conditions during the AM and PM peak hours. The level of service calculation sheets are shown in the attached appendix.

Table 3
Intersection Levels of Service Summary

	Peak Hour	Count Date	Existing		Background		Project Conditions			
			Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
Main Street & Great Mall Parkway	AM	10/18/07	20.7	C	22.8	C	22.9	C	0.0	0.00
	PM	10/18/07	26.8	C	27.8	C	28.2	C	0.5	0.01
Abel Street & Main Street	AM	9/11/07	12.7	B	12.7	B	12.8	B	0.0	0.01
	PM	9/11/07	10.1	B	11.0	B	11.2	B	0.2	0.01
Main Street & Cedar Way	AM	9/6/07	16.3	B	16.0	B	16.0	B	-0.1	0.00
	PM	9/6/07	15.5	B	15.7	B	15.7	B	0.0	0.00
Main Street & Montague Expressway*	AM	9/6/07	59.6	E	70.1	E	70.6	E	0.8	0.00
	PM	9/6/07	37.1	D	40.4	D	40.7	D	0.4	0.00

* Denotes CMP intersection

Impacts to Other Transportation Modes

The proposed project would not result in the alteration of any existing bike, pedestrian, or transit facilities. Although the proposed project would increase the demand for these facilities in the vicinity of the site, the addition of the project trips, by themselves, would not create a demand for these facilities in excess of what is currently provided.

Vehicular Site Access, Circulation, and Parking

This section describes the site access, circulation, and parking aspects of the proposed Milpitas Child Care development. This review is based on a project site plan June 17, 2008 by Salvatore Caruso Design Corporation (see also Figure 2).

Site Access

The site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, delays, vehicle queues, geometric design, corner sight distance, and truck access. The project site would contain an at-grade parking lot. Access to the at-grade parking lot would be provided via a full access driveway on Main Street.

Traffic Volume. Under project conditions the driveway would have 37 inbound trips and 38 outbound trips during the AM peak hour, and 35 inbound trips and 34 outbound trips during the PM peak hour.

Geometric Design. The design elements of the proposed driveways are as follows: The project driveway as proposed is 27 feet wide (measured at the throat) and includes one inbound lane and one outbound lane. It is proposed as a "dustpan" style driveway. Left turns would be provided both into and out of the site. Left turns into the driveway would be made from a Two-Way-Center-Left-Turn-Lane. The project driveway would have 22 inbound left-turns during the AM peak hour and 21 inbound left-turns during the PM peak hour. Intersection control is not shown on the current plan. It is recommended that the project driveway be controlled by a stop sign. The Institute of Transportation Engineers' (ITE) standard for driveway widths is 24 feet. The ITE standard for driveway spacing is 12 feet. The project would comply with both of these standards. However, the approved residential driveways on the west side of Main Street, across from the proposed project, are not shown on the current site plan. Hexagon investigated the location of the approved project's driveways. Based on the approved project plan, the driveways on the opposite side of Main Street would be approximately 350 feet north of the proposed project driveway. Thus, there would be no conflicts with the planned driveway alignments at adjacent properties.

Average Delays. At the driveway, Main Street is a four-lane roadway with a two-way center left-turn lane. The driveway would operate at LOS B during both AM and PM peak hours. Due to the relatively low traffic volumes on Main Street, there would be ample gaps to accommodate left turns in and out of the site.

Vehicle Queuing. Adequate storage should be provided at the project driveway to (1) allow exiting vehicles to not block parking stalls and (2) prevent entering vehicles from making sudden stops (due to vehicles backing out or entering stalls) and spilling back into the public street. The project driveway as

proposed would provide approximately 20 feet of storage for the outbound lane. Based on the anticipated traffic volumes and delays, the proposed storage would be adequate.

Truck Access. An analysis was conducted to determine the adequacy of driveway access for the project site for the truck categories SU 30, which includes small buses, fire trucks, garbage trucks and other single unit trucks. Large trucks may have difficulty turning right into the project driveway from Main Street if an exiting vehicle is present. However, given the low traffic volumes on the driveway, and the infrequency of truck trips, the proposed design would be adequate to handle the anticipated level of truck traffic.

Site Circulation

The onsite circulation was reviewed in accordance with generally accepted traffic engineering standards. The project would provide 90-degree parking in a single drive aisle, which would be 25 feet wide. The wide drive aisle would provide sufficient room for vehicles to back out of the 90-degree parking spaces. The sole drive aisle is dead-end. Dead-end aisles are undesirable because drivers can enter the aisle, and upon discovering that there is no available parking, must back out or conduct three-point turns. In areas where parking spaces are designated for specific individuals, dead-end aisles are less problematic for passenger vehicles. Space to complete a three point turn is provided by a 20 foot wide gap near the project's main entrance. Given the low traffic volumes onsite, the proposed design would be adequate, but not ideal. The applicant has stated that the proposed site circulation is the best possible layout within the site's size constraints and setback requirements.

An analysis was conducted to determine the adequacy of site's circulation for the truck categories SU 30, which includes small buses, fire trucks, garbage trucks and other single unit trucks. According to this analysis, aside from the dead-end aisles, large trucks would be able to negotiate the project site, but would require the use of the entire drive aisle width. Given the low traffic volumes on the driveway, and the infrequency of truck trips, the proposed design would be adequate to handle the anticipated level of truck traffic.

Parking

The proposed project will feature 8 teachers serving up to 96 children. Based on City requirements, the proposed project must provide 17 parking spaces onsite. No parking is permitted on Main Street adjacent to the project. Since the project site is located near a transit station, a 20 percent reduction in the on-site parking requirement can be applied. With the parking reduction applied, the City of Milpitas parking rates require the project to provide 14 parking spaces. Thus, the project proposes 1 more parking space than is required. The site plan includes 15 parking spaces, which exceeds City requirements. Table 4 summarizes the parking requirements at the site.

Loading

The proposed project has a flexible three hour drop-off time period starting at 6:30 A.M. and ending at 9:30 A.M. Parents may pick-up their children starting at 3:30 P.M and ending at 6:30 P.M. During this time frame, parents will park in the at-grade parking lot. Day care staff will be present in the parking lot to sign in and escort children into the facility. With a 96 child capacity and 3 hour long drop-off/pick-up time frame, the proposed project is expected to generate 2-3 arrivals every 5 minutes. Under a worst case scenario (using the 95th percentile), 4-6 vehicles may arrive in any 5 minute window. With staff expecting to occupy 5 of the 15 available parking spaces, the remaining 10 parking spaces should be adequate to handle the expected demand.

**Table 4
 Parking Requirements**

	Amount	Rate	Parking Required
Teachers	8	0.67	5
Children			
First 30	30	0.17	5
Remainder	66	0.10	7
Subtotal			17
Transit Reduction		-20%	-3
Total Parking Spaces Required			14

Source: City of Milpitas Municipal Code

Proposed Changes to Main Street

Currently, the City of Milpitas is considering amending the Midtown Specific Plan to include the following changes in the project vicinity:

- Lane reduction on Main Street between Great Mall Parkway and Abel Street from four lanes to three lanes with median islands that will eventually convert the project driveway to a right in/right out access.
- Reconfiguration of Abel Street/Main Street intersection east leg from two left turns and one right turn to one left turn and one right turn
- Street parking added on Main Street between Abel Street and Great Mall Parkway
- Bicycle lanes added on Main Street between Abel Street and Great Mall Parkway

The proposed changes are not expected to cause a material impact on study intersection delays or site access. The addition of street parking would provide additional overflow spaces for the proposed project. It is recommended that the project driveway be evaluated for sight distance triangles with the proposed

*Janice Spuller
City of Milpitas
December 3, 2008
Page 9 of 8*

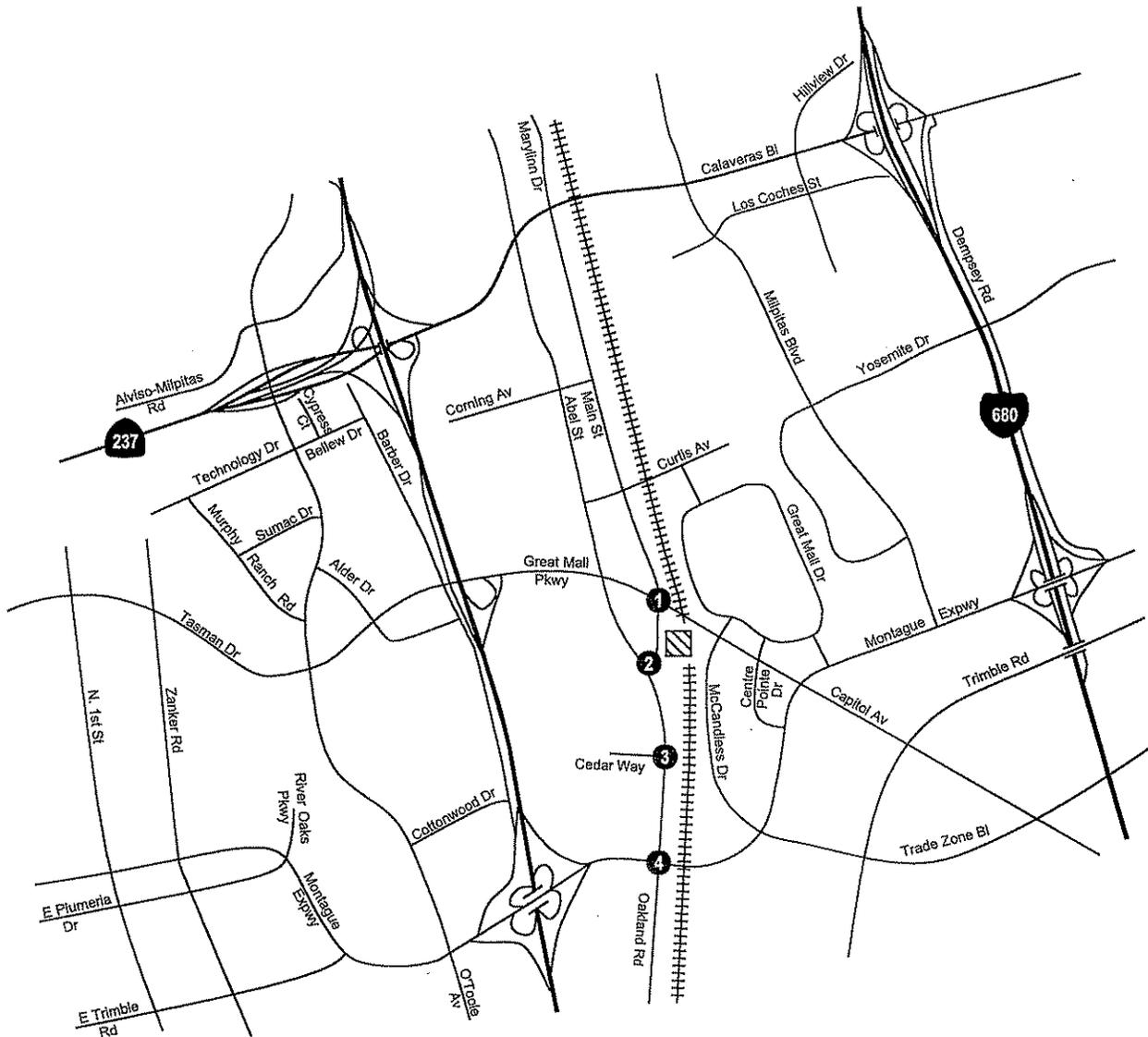
street modifications. A stop sign for access control exiting the site is recommended along with a "Right turn only" sign to match the future street modifications.

Conclusions

The results of the traffic impact analysis showed that the proposed project would add 74 AM peak hour trips and 69 PM peak hour trips to the roadway network. The project would not result in any LOS impacts to the study locations. Intersection control is not shown on the current plan. It is recommended that the project driveway be controlled by a stop sign.

This concludes our analysis. If you have any questions, please do not hesitate to call.

Attachments: Figure 1 - 4



LEGEND

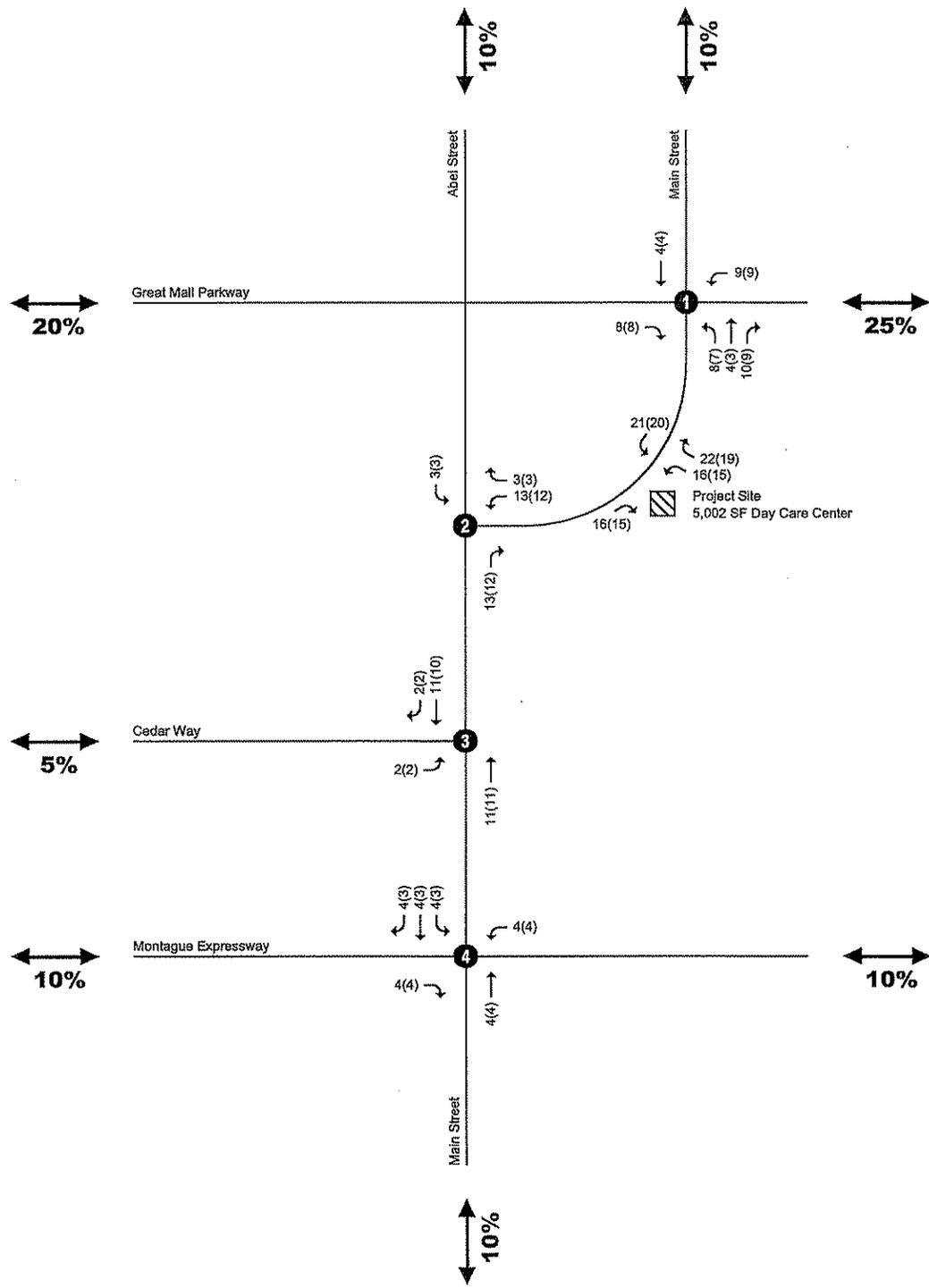
-  = Site Location
-  = Study Intersection

 Hexagon
 Transportation Consultants, Inc.

Figure 1

**SITE LOCATION AND
STUDY INTERSECTIONS**

Milpitas Child Care



LEGEND

-  = Site Location
-  = Study Intersection
- XX(XX) = AM(PM) Project Trips

 Hexagon
 Transportation Consultants, Inc.

Figure 3

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Milpitas Child Care

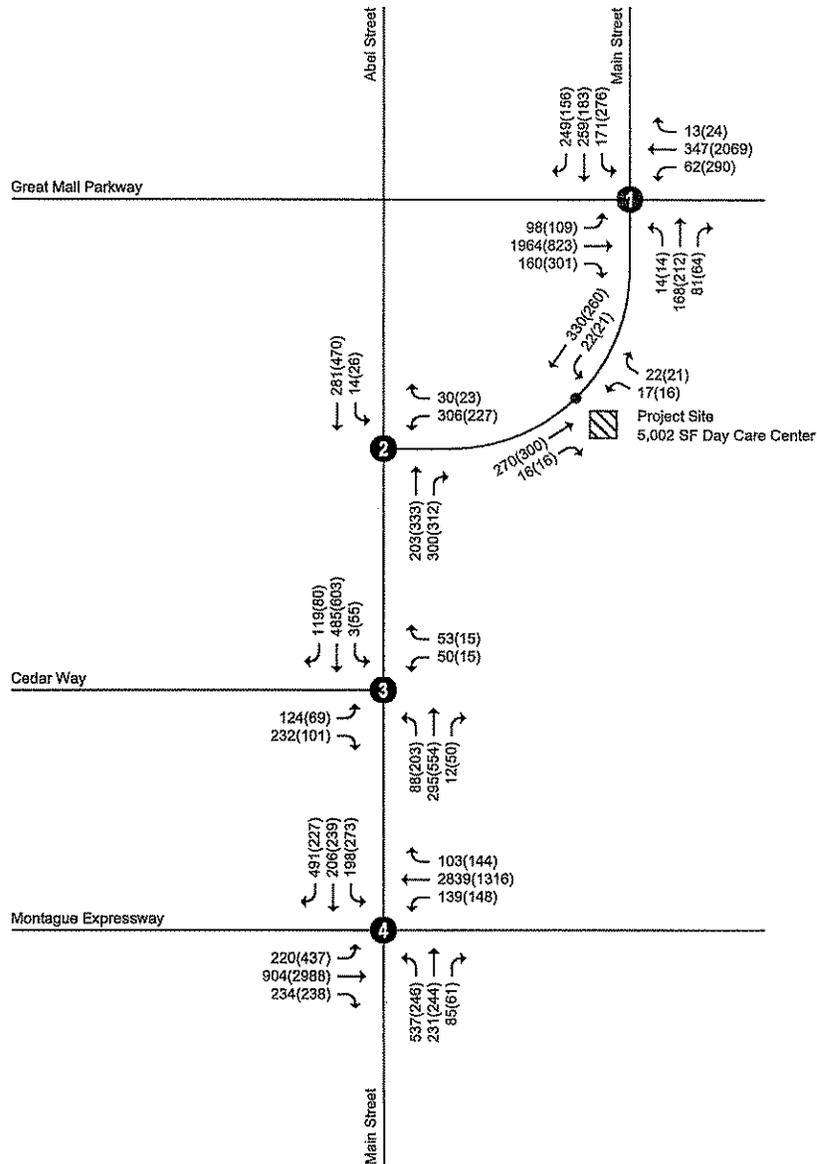


Figure 4

**PROJECT CONDITION
 TRAFFIC VOLUMES**

Milpitas Child Care



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Appendix

Traffic Data Service
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File Name : 17AM FINAL
Site Code : 00000017
Start Date : 10/18/2007
Page No : 1

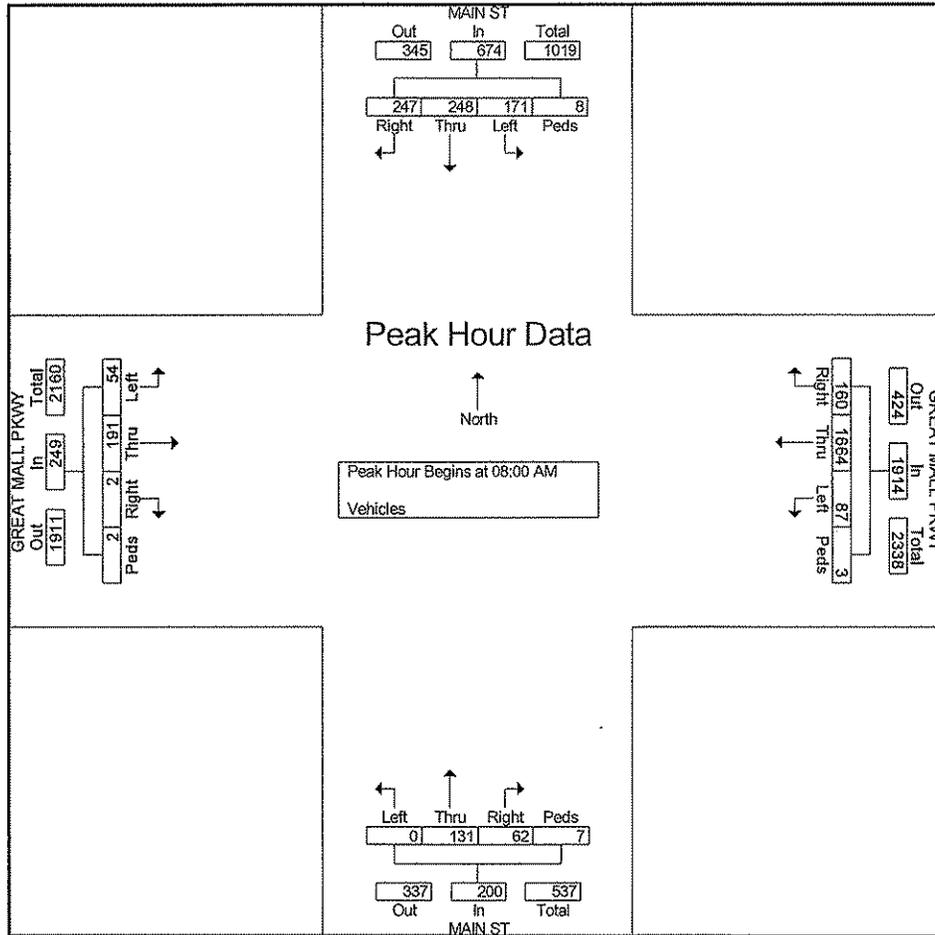
Groups Printed- Vehicles

Start Time	MAIN ST Southbound					GREAT MALL PKWY Westbound					MAIN ST Northbound					GREAT MALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30 AM	16	9	11	2	38	16	128	5	0	149	3	7	1	0	11	1	25	5	0	31	229
06:45 AM	12	16	16	2	46	20	176	5	0	201	4	6	0	5	15	1	34	10	0	45	307
Total	28	25	27	4	84	36	304	10	0	350	7	13	1	5	26	2	59	15	0	76	536
07:00 AM	28	18	11	1	58	20	224	7	1	252	3	10	0	2	15	1	38	5	0	44	369
07:15 AM	21	18	19	1	59	28	211	14	1	254	10	12	0	10	32	0	36	15	0	51	396
07:30 AM	57	30	14	2	103	25	280	15	1	321	15	16	1	4	36	0	55	17	1	73	533
07:45 AM	52	36	41	1	130	47	319	15	3	384	18	15	3	3	39	1	63	15	0	79	632
Total	158	102	85	5	350	120	1034	51	6	1211	46	53	4	19	122	2	192	52	1	247	1930
08:00 AM	52	44	47	1	144	46	366	17	3	432	16	20	0	5	41	1	58	10	2	71	688
08:15 AM	55	54	38	2	149	38	457	27	0	522	15	19	0	2	36	0	43	14	0	57	764
08:30 AM	70	82	33	2	187	40	460	23	0	523	15	31	0	0	46	1	45	14	0	60	816
08:45 AM	70	68	53	3	194	36	381	20	0	437	16	61	0	0	77	0	45	16	0	61	769
Total	247	248	171	8	674	160	1664	87	3	1914	62	131	0	7	200	2	191	54	2	249	3037
09:00 AM	51	54	34	0	139	38	368	15	0	421	8	25	2	0	35	2	60	23	0	85	680
09:15 AM	60	39	18	2	119	41	318	7	0	366	15	32	0	0	47	0	53	22	0	75	607
Grand Total	544	468	335	19	1366	395	3688	170	9	4262	138	254	7	31	430	8	555	166	3	732	6790
Apprch %	39.8	34.3	24.5	1.4		9.3	86.5	4	0.2		32.1	59.1	1.6	7.2		1.1	75.8	22.7	0.4		
Total %	8	6.9	4.9	0.3	20.1	5.8	54.3	2.5	0.1	62.8	2	3.7	0.1	0.5	6.3	0.1	8.2	2.4	0	10.8	

Start Time	MAIN ST Southbound					GREAT MALL PKWY Westbound					MAIN ST Northbound					GREAT MALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	52	44	47	1	144	46	366	17	3	432	16	20	0	5	41	1	58	10	2	71	688
08:15 AM	55	54	38	2	149	38	457	27	0	522	15	19	0	2	36	0	43	14	0	57	764
08:30 AM	70	82	33	2	187	40	460	23	0	523	15	31	0	0	46	1	45	14	0	60	816
08:45 AM	70	68	53	3	194	36	381	20	0	437	16	61	0	0	77	0	45	16	0	61	769
Total Volume	247	248	171	8	674	160	1664	87	3	1914	62	131	0	7	200	2	191	54	2	249	3037
% App. Total	36.6	36.8	25.4	1.2		8.4	86.9	4.5	0.2		31	65.5	0	3.5		0.8	76.7	21.7	0.8		
PHF	.882	.756	.807	.667	.869	.870	.904	.806	.250	.915	.969	.537	.000	.350	.649	.500	.823	.844	.250	.877	.930

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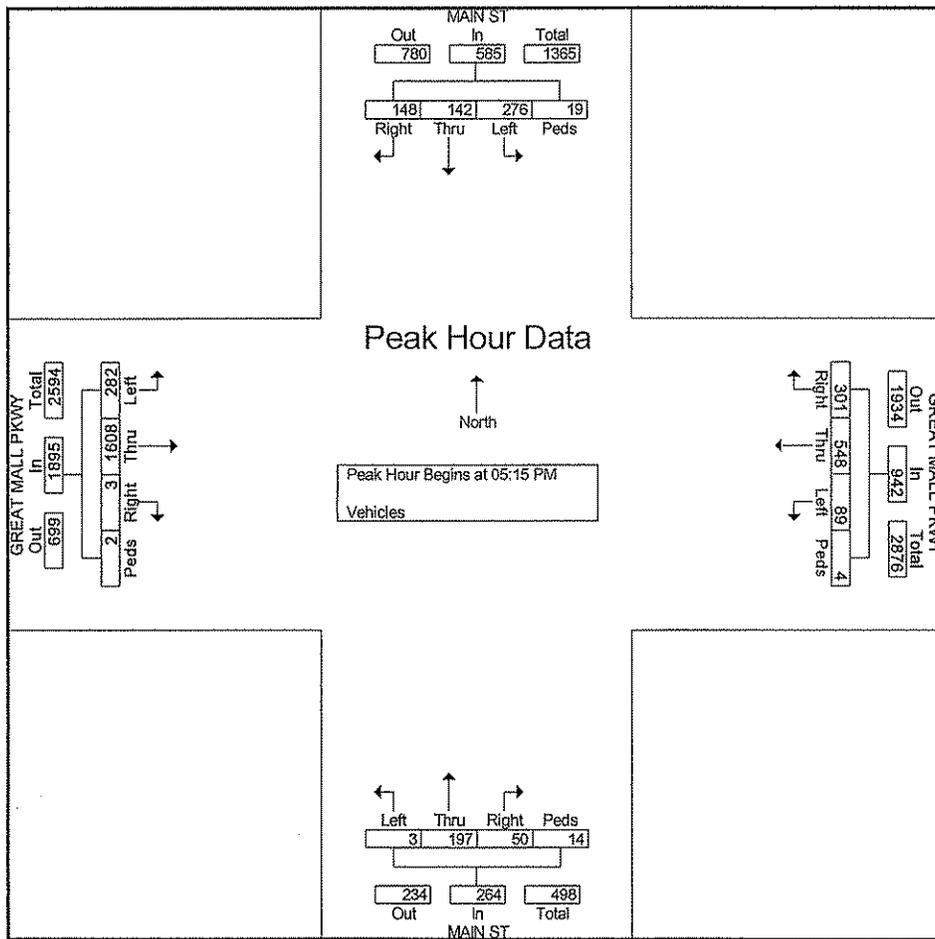
Groups Printed- Vehicles

Start Time	MAIN ST Southbound					GREAT MALL PKWY Westbound					MAIN ST Northbound					GREAT MALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	27	38	45	3	113	53	139	23	0	215	20	22	2	2	46	0	221	39	0	260	634
04:15 PM	33	29	50	3	115	51	125	13	3	192	23	51	2	4	80	5	211	49	0	265	652
04:30 PM	35	34	56	0	125	54	129	15	0	198	7	36	3	7	53	3	242	55	1	301	677
04:45 PM	36	28	47	1	112	62	124	17	0	203	18	42	1	3	64	1	247	76	0	324	703
Total	131	129	198	7	465	220	517	68	3	808	68	151	8	16	243	9	921	219	1	1150	2666
05:00 PM	44	52	60	0	156	78	134	17	2	231	24	40	2	4	70	0	373	61	1	435	892
05:15 PM	39	36	65	2	142	92	153	36	0	281	11	44	1	2	58	1	378	68	0	447	928
05:30 PM	37	34	70	3	144	75	131	19	1	226	13	52	1	5	71	1	398	68	1	468	909
05:45 PM	37	39	78	4	158	57	125	14	1	197	14	55	0	3	72	1	404	66	0	471	898
Total	157	161	273	9	600	302	543	86	4	935	62	191	4	14	271	3	1553	263	2	1821	3627
06:00 PM	35	33	63	10	141	77	139	20	2	238	12	46	1	4	63	0	428	80	1	509	951
06:15 PM	47	18	54	2	121	85	135	17	0	237	12	62	0	2	76	2	326	58	0	386	820
06:30 PM	46	25	53	0	124	67	126	15	1	209	8	33	0	2	43	0	311	80	1	392	768
06:45 PM	40	30	64	1	135	61	112	16	0	189	13	39	2	0	54	0	267	67	0	334	712
Total	168	106	234	13	521	290	512	68	3	873	45	180	3	8	236	2	1332	285	2	1621	3251
Grand Total	456	396	705	29	1586	812	1572	222	10	2616	175	522	15	38	750	14	3806	767	5	4592	9544
Apprch %	28.8	25	44.5	1.8		31	60.1	8.5	0.4		23.3	69.6	2	5.1		0.3	82.9	16.7	0.1		
Total %	4.8	4.1	7.4	0.3	16.6	8.5	16.5	2.3	0.1	27.4	1.8	5.5	0.2	0.4	7.9	0.1	39.9	8	0.1	48.1	

Start Time	MAIN ST Southbound					GREAT MALL PKWY Westbound					MAIN ST Northbound					GREAT MALL PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	39	36	65	2	142	92	153	36	0	281	11	44	1	2	58	1	378	68	0	447	928
05:30 PM	37	34	70	3	144	75	131	19	1	226	13	52	1	5	71	1	398	68	1	468	909
05:45 PM	37	39	78	4	158	57	125	14	1	197	14	55	0	3	72	1	404	66	0	471	898
06:00 PM	35	33	63	10	141	77	139	20	2	238	12	46	1	4	63	0	428	80	1	509	951
Total Volume	148	142	276	19	585	301	548	89	4	942	50	197	3	14	264	3	1608	282	2	1895	3686
% App. Total	25.3	24.3	47.2	3.2		32	58.2	9.4	0.4		18.9	74.6	1.1	5.3		0.2	84.9	14.9	0.1		
PHF	.949	.910	.885	.475	.926	.818	.895	.618	.500	.838	.893	.895	.750	.700	.917	.750	.939	.881	.500	.931	.969

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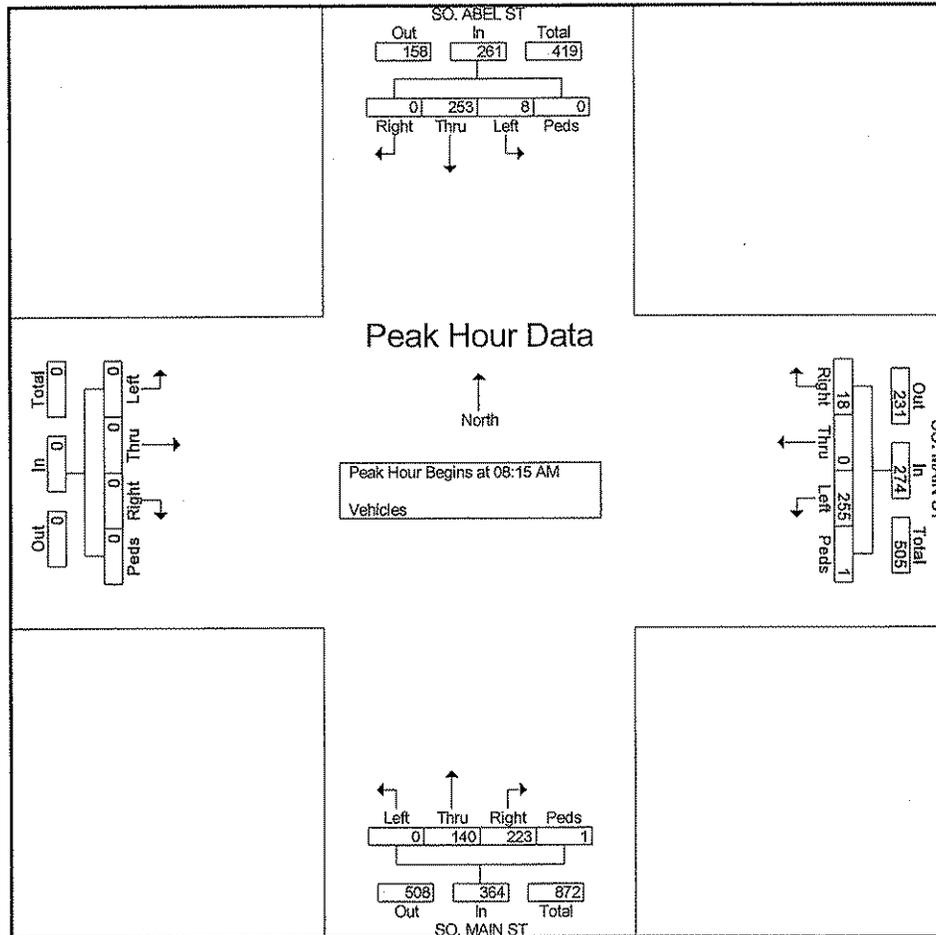
Groups Printed- Vehicles

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Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30 AM	0	28	2	0	30	3	0	12	0	15	16	12	0	0	28	0	0	0	0	0	73
06:45 AM	0	32	1	0	33	0	0	16	0	16	35	12	0	0	47	0	0	0	0	0	96
Total	0	60	3	0	63	3	0	28	0	31	51	24	0	0	75	0	0	0	0	0	169
07:00 AM	0	43	1	0	44	0	0	14	0	14	21	13	0	0	34	0	0	0	0	0	92
07:15 AM	0	39	0	0	39	0	0	26	1	27	29	28	0	0	57	0	0	0	0	0	123
07:30 AM	0	72	3	0	75	3	0	39	0	42	51	21	0	0	72	0	0	0	0	0	189
07:45 AM	0	70	2	0	72	3	0	40	0	43	40	35	0	0	75	0	0	0	0	0	190
Total	0	224	6	0	230	6	0	119	1	126	141	97	0	0	238	0	0	0	0	0	594
08:00 AM	0	84	2	0	86	7	0	39	1	47	39	29	0	0	68	0	0	0	0	0	201
08:15 AM	0	61	0	0	61	8	0	55	0	63	48	29	0	1	78	0	0	0	0	0	202
08:30 AM	0	63	3	0	66	5	0	65	0	70	52	44	0	0	96	0	0	0	0	0	232
08:45 AM	0	75	5	0	80	2	0	62	1	65	74	41	0	0	115	0	0	0	0	0	260
Total	0	283	10	0	293	22	0	221	2	245	213	143	0	1	357	0	0	0	0	0	895
09:00 AM	0	54	0	0	54	3	0	73	0	76	49	26	0	0	75	0	0	0	0	0	205
09:15 AM	0	47	1	0	48	2	0	51	0	53	53	34	0	0	87	0	0	0	0	0	188
Grand Total	0	668	20	0	688	36	0	492	3	531	507	324	0	1	832	0	0	0	0	0	2051
Approch %	0	97.1	2.9	0		6.8	0	92.7	0.6		60.9	38.9	0	0.1		0	0	0	0		
Total %	0	32.6	1	0	33.5	1.8	0	24	0.1	25.9	24.7	15.8	0	0	40.6	0	0	0	0	0	

Start Time	SO. ABEL ST Southbound					SO. MAIN ST Westbound					SO. MAIN ST Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	61	0	0	61	8	0	55	0	63	48	29	0	1	78	0	0	0	0	0	202
08:30 AM	0	63	3	0	66	5	0	65	0	70	52	44	0	0	96	0	0	0	0	0	232
08:45 AM	0	75	5	0	80	2	0	62	1	65	74	41	0	0	115	0	0	0	0	0	260
09:00 AM	0	54	0	0	54	3	0	73	0	76	49	26	0	0	75	0	0	0	0	0	205
Total Volume	0	253	8	0	261	18	0	255	1	274	223	140	0	1	364	0	0	0	0	0	899
% App. Total	0	96.9	3.1	0		6.6	0	93.1	0.4		61.3	38.5	0	0.3		0	0	0	0		
PHF	.000	.843	.400	.000	.816	.563	.000	.873	.250	.901	.753	.795	.000	.250	.791	.000	.000	.000	.000	.000	.864

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Site Code : 00000018
Start Date : 9/11/2007
Page No : 1

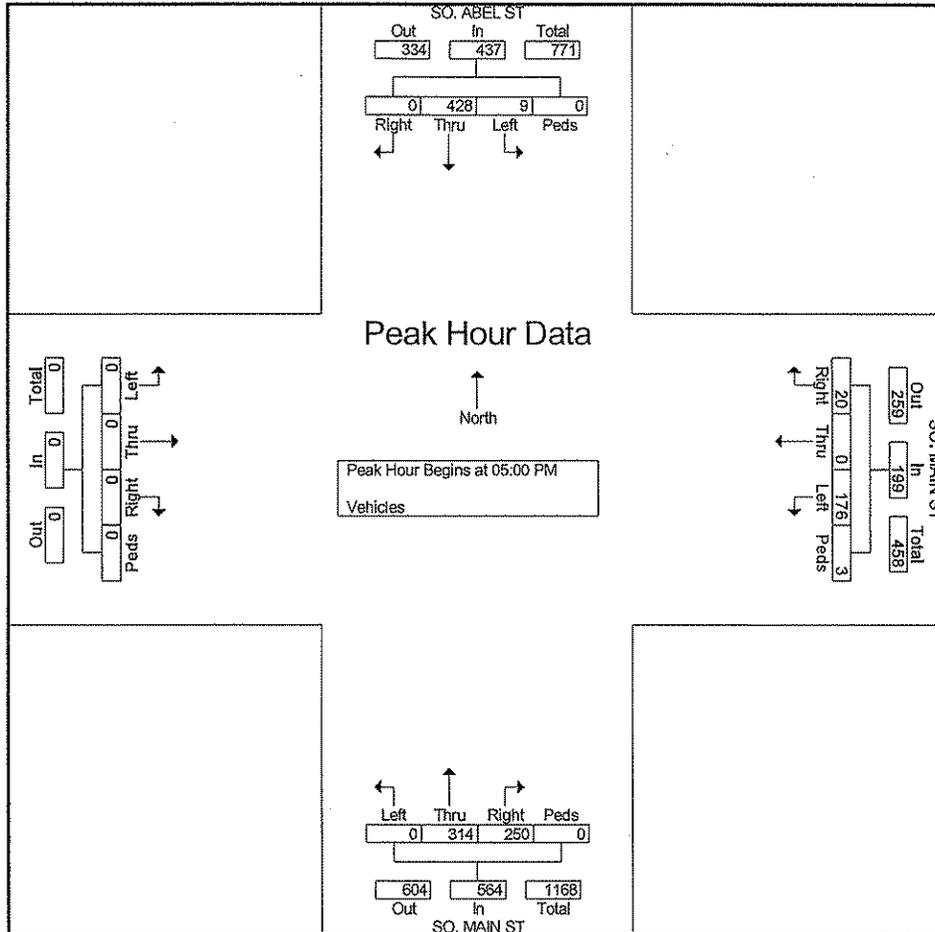
Groups Printed- Vehicles

Start Time	SO. ABEL ST Southbound					SO. MAIN ST Westbound					SO. MAIN ST Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	63	4	0	67	6	0	51	0	57	32	61	0	0	93	0	0	0	0	0	0
04:15 PM	0	94	8	0	102	0	0	46	0	46	56	65	0	0	121	0	0	0	0	0	0
04:30 PM	0	66	5	0	71	4	0	42	0	46	48	84	0	0	132	0	0	0	0	0	0
04:45 PM	0	87	0	0	87	8	0	34	0	42	62	69	0	0	131	0	0	0	0	0	0
Total	0	310	17	0	327	18	0	173	0	191	198	279	0	0	477	0	0	0	0	0	0
05:00 PM	0	101	4	0	105	8	0	56	0	64	58	70	0	0	128	0	0	0	0	0	0
05:15 PM	0	111	2	0	113	7	0	46	1	54	50	75	0	0	125	0	0	0	0	0	0
05:30 PM	0	102	0	0	102	1	0	40	2	43	71	93	0	0	164	0	0	0	0	0	0
05:45 PM	0	114	3	0	117	4	0	34	0	38	71	76	0	0	147	0	0	0	0	0	0
Total	0	428	9	0	437	20	0	176	3	199	250	314	0	0	564	0	0	0	0	0	0
06:00 PM	0	96	1	0	97	6	0	37	1	44	70	75	0	0	145	0	0	0	0	0	0
06:15 PM	0	89	2	0	91	4	0	37	0	41	48	81	0	0	129	0	0	0	0	0	0
06:30 PM	0	69	2	0	71	5	0	31	1	37	43	69	0	0	112	0	0	0	0	0	0
06:45 PM	0	66	1	0	67	6	0	36	0	42	49	58	0	0	107	0	0	0	0	0	0
Total	0	320	6	0	326	21	0	141	2	164	210	283	0	0	493	0	0	0	0	0	0
Grand Total	0	1058	32	0	1090	59	0	490	5	554	658	876	0	0	1534	0	0	0	0	0	0
Apprch %	0	97.1	2.9	0		10.6	0	88.4	0.9		42.9	57.1	0	0		0	0	0	0		
Total %	0	33.3	1	0	34.3	1.9	0	15.4	0.2	17.4	20.7	27.6	0	0	48.3	0	0	0	0		0

Start Time	SO. ABEL ST Southbound					SO. MAIN ST Westbound					SO. MAIN ST Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	101	4	0	105	8	0	56	0	64	58	70	0	0	128	0	0	0	0	0	0
05:15 PM	0	111	2	0	113	7	0	46	1	54	50	75	0	0	125	0	0	0	0	0	0
05:30 PM	0	102	0	0	102	1	0	40	2	43	71	93	0	0	164	0	0	0	0	0	0
05:45 PM	0	114	3	0	117	4	0	34	0	38	71	76	0	0	147	0	0	0	0	0	0
Total Volume	0	428	9	0	437	20	0	176	3	199	250	314	0	0	564	0	0	0	0	0	0
% App. Total	0	97.9	2.1	0		10.1	0	88.4	1.5		44.3	55.7	0	0		0	0	0	0		
PHF	.000	.939	.563	.000	.934	.625	.000	.786	.375	.777	.880	.844	.000	.000	.860	.000	.000	.000	.000	.000	.971

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Traffic Data Service
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File Name : 10AM FINAL
Site Code : 00000010
Start Date : 9/6/2007
Page No : 1

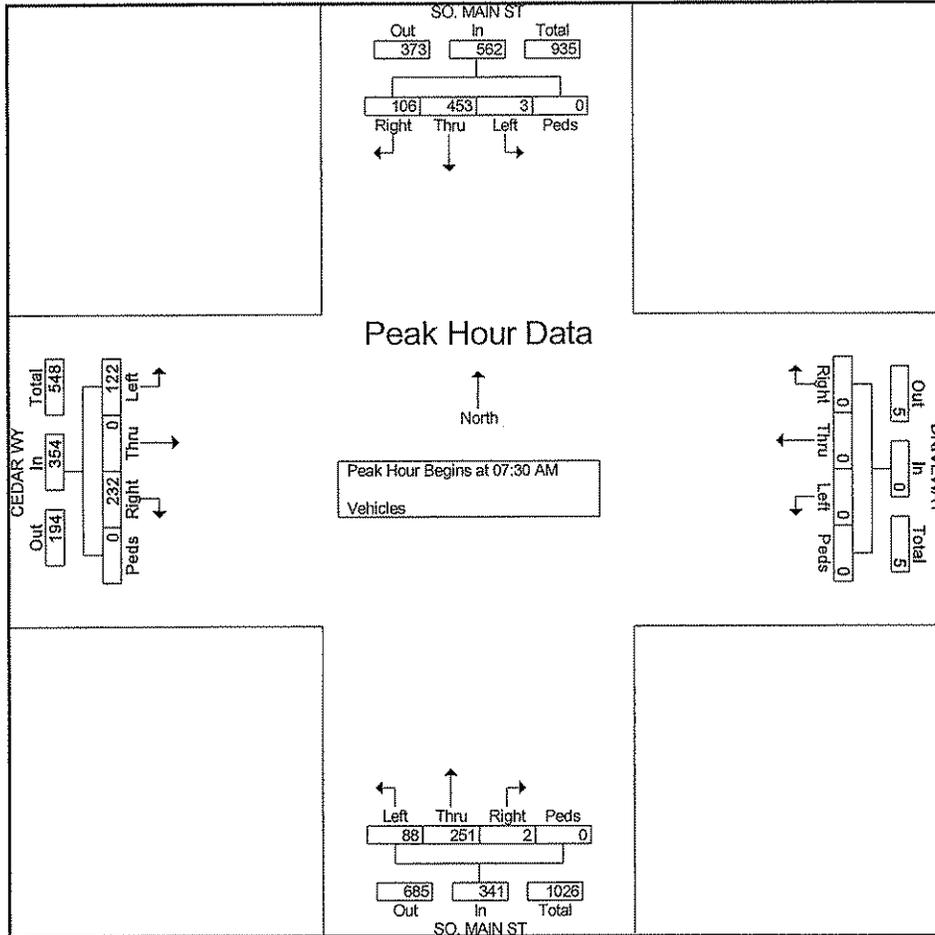
Groups Printed- Vehicles

Start Time	SO. MAIN ST Southbound					DRIVEWAY Westbound					SO. MAIN ST Northbound					CEDAR WY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	17	102	9	0	128	0	0	0	0	0	0	66	16	0	82	52	0	21	0	73	283
07:15 AM	14	93	1	0	108	0	0	0	0	0	0	65	16	0	81	67	0	21	0	88	277
07:30 AM	21	108	0	0	129	0	0	0	0	0	0	55	17	0	72	58	0	15	0	73	274
07:45 AM	24	104	0	0	128	0	0	0	0	0	0	70	31	0	101	66	0	22	0	88	317
Total	76	407	10	0	493	0	0	0	0	0	0	256	80	0	336	243	0	79	0	322	1151
08:00 AM	53	111	1	0	165	0	0	0	0	0	2	52	31	0	85	61	0	33	0	94	344
08:15 AM	8	130	2	0	140	0	0	0	0	0	0	74	9	0	83	47	0	52	0	99	322
08:30 AM	8	85	1	0	94	0	0	0	0	0	0	71	6	0	77	32	0	14	0	46	217
08:45 AM	5	78	0	0	83	0	0	0	0	0	1	74	13	0	88	29	0	18	0	47	218
Total	74	404	4	0	482	0	0	0	0	0	3	271	59	0	333	169	0	117	0	286	1101
Grand Total	150	811	14	0	975	0	0	0	0	0	3	527	139	0	669	412	0	196	0	608	2252
Apprch %	15.4	83.2	1.4	0		0	0	0	0		0.4	78.8	20.8	0		67.8	0	32.2	0		
Total %	6.7	36	0.6	0	43.3	0	0	0	0		0.1	23.4	6.2	0	29.7	18.3	0	8.7	0	27	

Start Time	SO. MAIN ST Southbound					DRIVEWAY Westbound					SO. MAIN ST Northbound					CEDAR WY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	21	108	0	0	129	0	0	0	0	0	0	55	17	0	72	58	0	15	0	73	274
07:45 AM	24	104	0	0	128	0	0	0	0	0	0	70	31	0	101	66	0	22	0	88	317
08:00 AM	53	111	1	0	165	0	0	0	0	0	2	52	31	0	85	61	0	33	0	94	344
08:15 AM	8	130	2	0	140	0	0	0	0	0	0	74	9	0	83	47	0	52	0	99	322
Total Volume	106	453	3	0	562	0	0	0	0	0	2	251	88	0	341	232	0	122	0	354	1257
% App. Total	18.9	80.6	0.5	0		0	0	0	0		0.6	73.6	25.8	0		65.5	0	34.5	0		
PHF	.500	.871	.375	.000	.852	.000	.000	.000	.000	.000	.250	.848	.710	.000	.844	.879	.000	.587	.000	.894	.914

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File Name : 10AM FINAL
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Traffic Data Service
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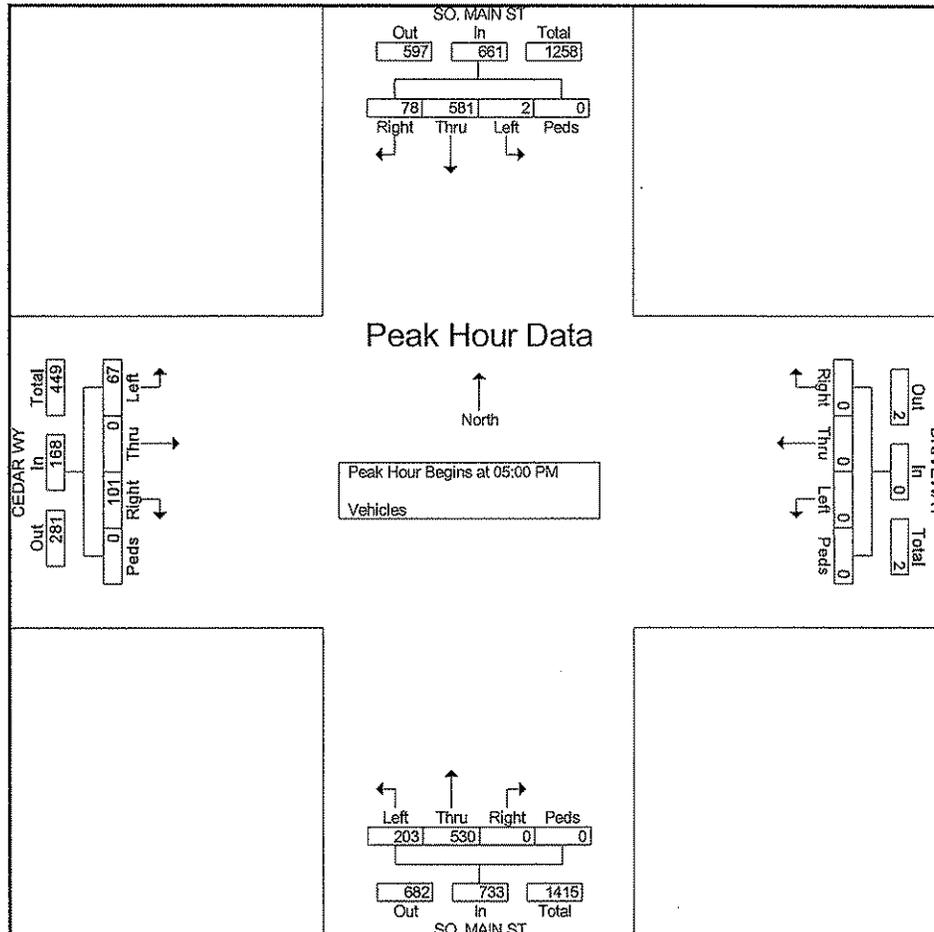
Groups Printed- Vehicles

Start Time	SO. MAIN ST Southbound					DRIVEWAY Westbound					SO. MAIN ST Northbound					CEDAR WY Eastbound					In. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	14	97	0	0	111	0	0	0	0	0	0	88	27	0	115	13	0	10	0	23	249
04:15 PM	18	112	0	0	130	0	0	0	0	0	0	81	36	0	117	17	0	8	0	25	272
04:30 PM	22	92	0	0	114	0	0	0	0	0	0	127	29	0	156	23	0	14	0	37	307
04:45 PM	21	101	0	0	122	0	0	0	0	0	0	115	33	0	148	34	0	16	0	50	320
Total	75	402	0	0	477	0	0	0	0	0	0	411	125	0	536	87	0	48	0	135	1148
05:00 PM	19	133	1	0	153	0	0	0	0	0	0	125	34	0	159	29	0	13	0	42	354
05:15 PM	19	144	1	0	164	0	0	0	0	0	0	133	53	0	186	16	0	16	0	32	382
05:30 PM	23	156	0	0	179	0	0	0	0	0	0	143	63	0	206	31	0	24	0	55	440
05:45 PM	17	148	0	0	165	0	0	0	0	0	0	129	53	0	182	25	0	14	0	39	386
Total	78	581	2	0	661	0	0	0	0	0	0	530	203	0	733	101	0	67	0	168	1562
Grand Total	153	983	2	0	1138	0	0	0	0	0	0	941	328	0	1269	188	0	115	0	303	2710
Apprch %	13.4	86.4	0.2	0		0	0	0	0		0	74.2	25.8	0		62	0	38	0		
Total %	5.6	36.3	0.1	0	42	0	0	0	0	0	0	34.7	12.1	0	46.8	6.9	0	4.2	0	11.2	

Start Time	SO. MAIN ST Southbound					DRIVEWAY Westbound					SO. MAIN ST Northbound					CEDAR WY Eastbound					In. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	19	133	1	0	153	0	0	0	0	0	0	125	34	0	159	29	0	13	0	42	354
05:15 PM	19	144	1	0	164	0	0	0	0	0	0	133	53	0	186	16	0	16	0	32	382
05:30 PM	23	156	0	0	179	0	0	0	0	0	0	143	63	0	206	31	0	24	0	55	440
05:45 PM	17	148	0	0	165	0	0	0	0	0	0	129	53	0	182	25	0	14	0	39	386
Total Volume	78	581	2	0	661	0	0	0	0	0	0	530	203	0	733	101	0	67	0	168	1562
% App. Total	11.8	87.9	0.3	0		0	0	0	0		0	72.3	27.7	0		60.1	0	39.9	0		
PHF	.848	.931	.500	.000	.923	.000	.000	.000	.000	.000	.000	.927	.806	.000	.890	.815	.000	.698	.000	.764	.888

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Traffic Data Service
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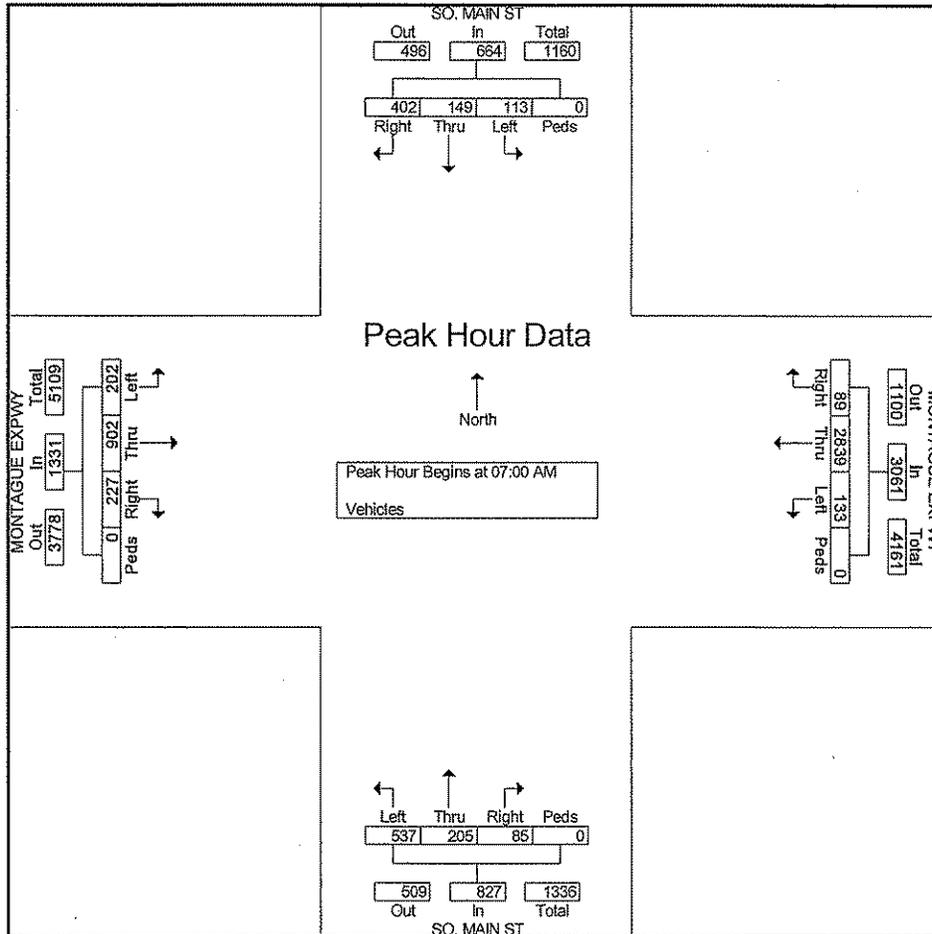
Groups Printed- Vehicles

Start Time	SO. MAIN ST Southbound					MONTAGUE EXPWY Westbound					SO. MAIN ST Northbound					MONTAGUE EXPWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	81	33	30	0	144	20	692	31	0	743	19	34	120	0	173	55	237	64	0	356	1416
07:15 AM	106	42	32	0	180	22	713	27	0	762	17	55	135	0	207	44	215	39	0	298	1447
07:30 AM	107	36	26	0	169	29	723	36	0	788	25	60	142	0	227	62	223	48	0	333	1517
07:45 AM	108	38	25	0	171	18	711	39	0	768	24	56	140	0	220	66	227	51	0	344	1503
Total	402	149	113	0	664	89	2839	133	0	3061	85	205	537	0	827	227	902	202	0	1331	5883
08:00 AM	94	29	29	0	152	17	681	40	0	738	20	55	135	0	210	54	212	46	0	312	1412
08:15 AM	94	24	21	0	139	13	615	40	0	668	18	51	116	0	185	43	195	33	0	271	1263
08:30 AM	93	31	23	0	147	7	580	31	0	618	12	38	96	0	146	53	185	44	0	282	1193
08:45 AM	74	25	19	0	118	10	520	24	0	554	8	23	69	0	100	42	163	33	0	238	1010
Total	355	109	92	0	556	47	2396	135	0	2578	58	167	416	0	641	192	755	156	0	1103	4878
Grand Total	757	258	205	0	1220	136	5235	268	0	5639	143	372	953	0	1468	419	1657	358	0	2434	10761
Apprch %	62	21.1	16.8	0		2.4	92.8	4.8	0		9.7	25.3	64.9	0		17.2	68.1	14.7	0		
Total %	7	2.4	1.9	0	11.3	1.3	48.6	2.5	0	52.4	1.3	3.5	8.9	0	13.6	3.9	15.4	3.3	0	22.6	

Start Time	SO. MAIN ST Southbound					MONTAGUE EXPWY Westbound					SO. MAIN ST Northbound					MONTAGUE EXPWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	81	33	30	0	144	20	692	31	0	743	19	34	120	0	173	55	237	64	0	356	1416
07:15 AM	106	42	32	0	180	22	713	27	0	762	17	55	135	0	207	44	215	39	0	298	1447
07:30 AM	107	36	26	0	169	29	723	36	0	788	25	60	142	0	227	62	223	48	0	333	1517
07:45 AM	108	38	25	0	171	18	711	39	0	768	24	56	140	0	220	66	227	51	0	344	1503
Total Volume	402	149	113	0	664	89	2839	133	0	3061	85	205	537	0	827	227	902	202	0	1331	5883
% App. Total	60.5	22.4	17	0		2.9	92.7	4.3	0		10.3	24.8	64.9	0		17.1	67.8	15.2	0		
PHF	.931	.887	.883	.000	.922	.767	.982	.853	.000	.971	.850	.854	.945	.000	.911	.860	.951	.789	.000	.935	.970

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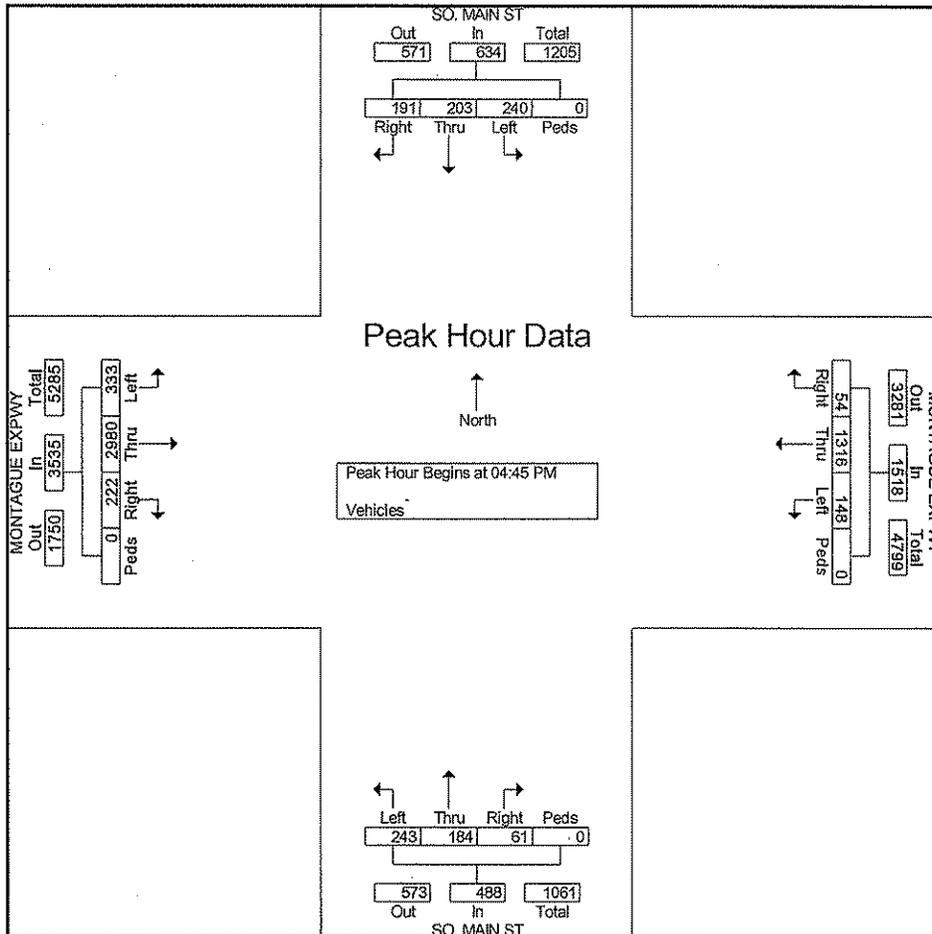
Groups Printed- Vehicles

Start Time	SO. MAIN ST Southbound					MONTAGUE EXPWY Westbound					SO. MAIN ST Northbound					MONTAGUE EXPWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	33	44	38	0	115	27	300	35	0	362	33	49	77	0	159	76	664	75	0	815	1451
04:15 PM	28	59	49	0	136	29	340	52	0	421	25	57	77	0	159	55	657	73	0	785	1501
04:30 PM	35	45	52	0	132	23	345	24	0	392	30	55	60	0	145	58	684	76	0	818	1487
04:45 PM	43	52	59	0	154	16	346	49	0	411	15	54	69	0	138	59	746	89	0	894	1597
Total	139	200	198	0	537	95	1331	160	0	1586	103	215	283	0	601	248	2751	313	0	3312	6036
05:00 PM	48	52	62	0	162	16	341	34	0	391	18	50	64	0	132	57	741	82	0	880	1565
05:15 PM	50	48	58	0	156	12	322	34	0	368	14	40	55	0	109	51	746	83	0	880	1513
05:30 PM	50	51	61	0	162	10	307	31	0	348	14	40	55	0	109	55	747	79	0	881	1500
05:45 PM	47	45	50	0	142	10	310	26	0	346	13	44	53	0	110	56	743	73	0	872	1470
Total	195	196	231	0	622	48	1280	125	0	1453	59	174	227	0	460	219	2977	317	0	3513	6048
Grand Total	334	396	429	0	1159	143	2611	285	0	3039	162	389	510	0	1061	467	5728	630	0	6825	12084
Apprch %	28.8	34.2	37	0		4.7	85.9	9.4	0		15.3	36.7	48.1	0		6.8	83.9	9.2	0		
Total %	2.8	3.3	3.6	0	9.6	1.2	21.6	2.4	0	25.1	1.3	3.2	4.2	0	8.8	3.9	47.4	5.2	0	56.5	

Start Time	SO. MAIN ST Southbound					MONTAGUE EXPWY Westbound					SO. MAIN ST Northbound					MONTAGUE EXPWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	43	52	59	0	154	16	346	49	0	411	15	54	69	0	138	59	746	89	0	894	1597
05:00 PM	48	52	62	0	162	16	341	34	0	391	18	50	64	0	132	57	741	82	0	880	1565
05:15 PM	50	48	58	0	156	12	322	34	0	368	14	40	55	0	109	51	746	83	0	880	1513
05:30 PM	50	51	61	0	162	10	307	31	0	348	14	40	55	0	109	55	747	79	0	881	1500
Total Volume	191	203	240	0	634	54	1316	148	0	1518	61	184	243	0	488	222	2980	333	0	3535	6175
% App. Total	30.1	32	37.9	0		3.6	86.7	9.7	0		12.5	37.7	49.8	0		6.3	84.3	9.4	0		
PHF	.955	.976	.968	.000	.978	.844	.951	.755	.000	.923	.847	.852	.880	.000	.884	.941	.997	.935	.000	.989	.967

Traffic Data Service
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File Name : 11PM FINAL
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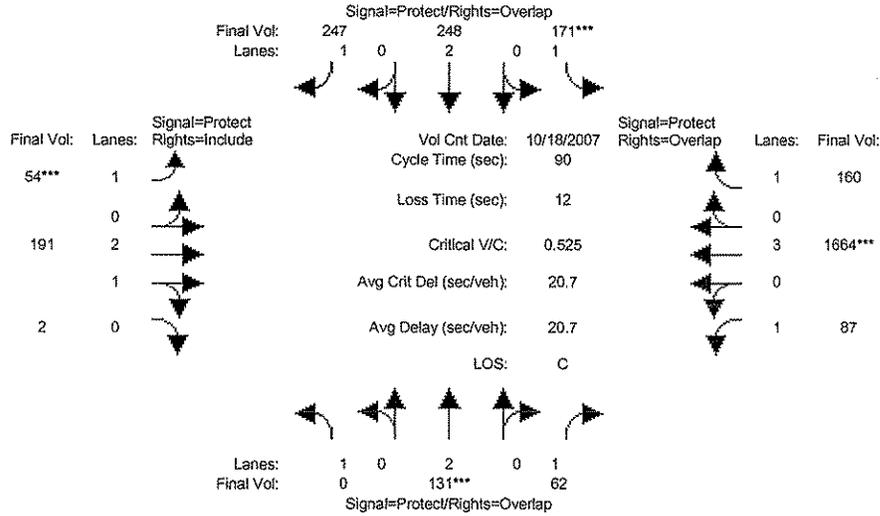
City of Milpitas Approved Projects

- Tasman/McCarthy Business Center
- Irvine Company R&D - Phase Two
- Veritas Software
- Apton Plaza Mixed-use
- Elmwood Residential
- Elmwood Auto Dealerships
- North Main Street – Library
- North Main Street – Senior Housing
- North Main Street – County Medical Center
- Fairfield Residential
- RGC Residential
- Hillview Center Mixed-use
- Aspen Family Apartments
- Starlight Center
- Everlasting Private Foundation
- Matteson Residential
- Alexan Residential
- Murphy Ranch Residential
- Peery-Arrillaga Office
- Sinclair Horizon Residential

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #401: Main St / Great Mall Pkwy



Street Name:	Main St						Great Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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

Volume Module:	>>	Count	Date:	18 Oct 2007	<<							
Base Vol:	0	131	62	171	248	247	54	191	2	87	1664	160
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	131	62	171	248	247	54	191	2	87	1664	160
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	131	62	171	248	247	54	191	2	87	1664	160
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	131	62	171	248	247	54	191	2	87	1664	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	131	62	171	248	247	54	191	2	87	1664	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	131	62	171	248	247	54	191	2	87	1664	160

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	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5542	58	1750	5700	1750

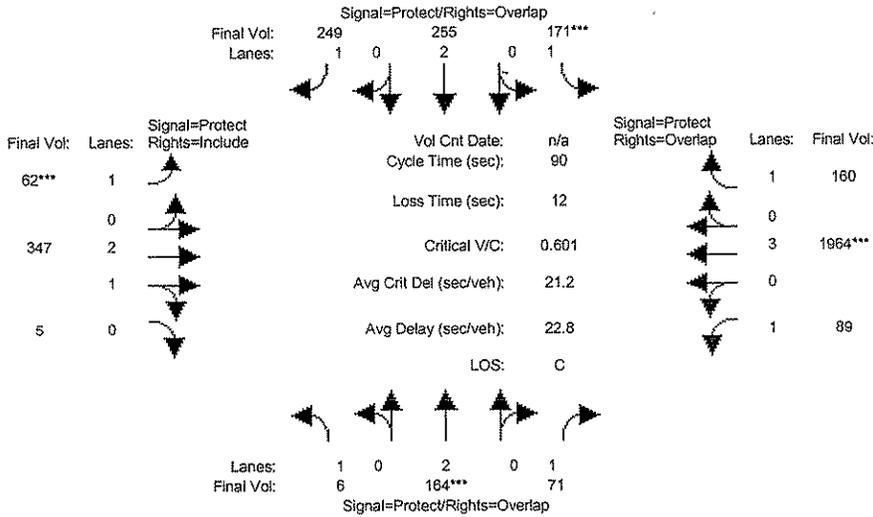
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.04	0.10	0.07	0.14	0.03	0.03	0.03	0.05	0.29	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.11	0.35	0.17	0.28	0.36	0.08	0.34	0.34	0.24	0.51	0.68
Volume/Cap:	0.00	0.31	0.10	0.57	0.23	0.39	0.40	0.10	0.10	0.21	0.57	0.13
Delay/Veh:	0.0	38.7	19.9	42.2	25.4	23.4	47.9	20.1	20.1	28.4	16.2	5.4
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	38.7	19.9	42.2	25.4	23.4	47.9	20.1	20.1	28.4	16.2	5.4
LOS by Move:	A	D	B	D	C	C	D	C	C	C	B	A
DesignQueue:	0	3	2	8	5	9	3	2	2	4	15	3

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #401: Main St / Great Mall Pkwy



Street Name:	Main St						Great Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	6	164	71	171	255	249	62	347	5	89	1964	160
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	164	71	171	255	249	62	347	5	89	1964	160
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	164	71	171	255	249	62	347	5	89	1964	160
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	164	71	171	255	249	62	347	5	89	1964	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	164	71	171	255	249	62	347	5	89	1964	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	164	71	171	255	249	62	347	5	89	1964	160

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	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5520	80	1750	5700	1750

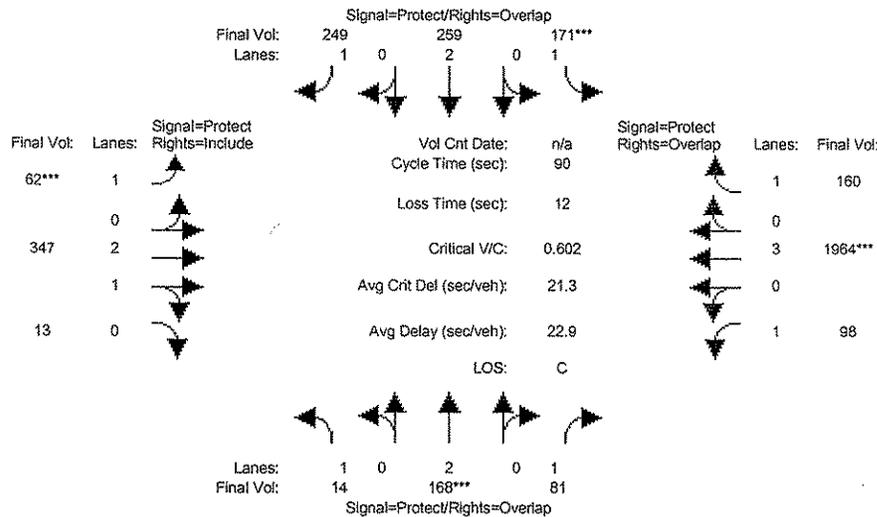
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	0.10	0.07	0.14	0.04	0.06	0.06	0.05	0.34	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.11	0.36	0.15	0.15	0.23	0.08	0.36	0.36	0.25	0.53	0.68
Volume/Cap:	0.03	0.39	0.11	0.65	0.44	0.62	0.46	0.18	0.18	0.20	0.65	0.13
Delay/Veh:	36.3	39.8	19.5	48.0	36.9	37.9	50.3	20.1	20.1	27.8	16.4	5.4
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:	36.3	39.8	19.5	48.0	36.9	37.9	50.3	20.1	20.1	27.8	16.4	5.4
LOS by Move:	D	D	B	D	D	D	D	C	C	C	B	A
Design Queue:	0	4	2	8	5	11	3	4	4	4	17	3

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #401: Main St / Great Mall Pkwy



Street Name:	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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	6	164	71	171	255	249	62	347	5	89	1964	160
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	164	71	171	255	249	62	347	5	89	1964	160
Added Vol:	8	4	10	0	4	0	0	0	8	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	168	81	171	259	249	62	347	13	98	1964	160
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:	14	168	81	171	259	249	62	347	13	98	1964	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	168	81	171	259	249	62	347	13	98	1964	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	168	81	171	259	249	62	347	13	98	1964	160

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5398	202	1750	5700	1750

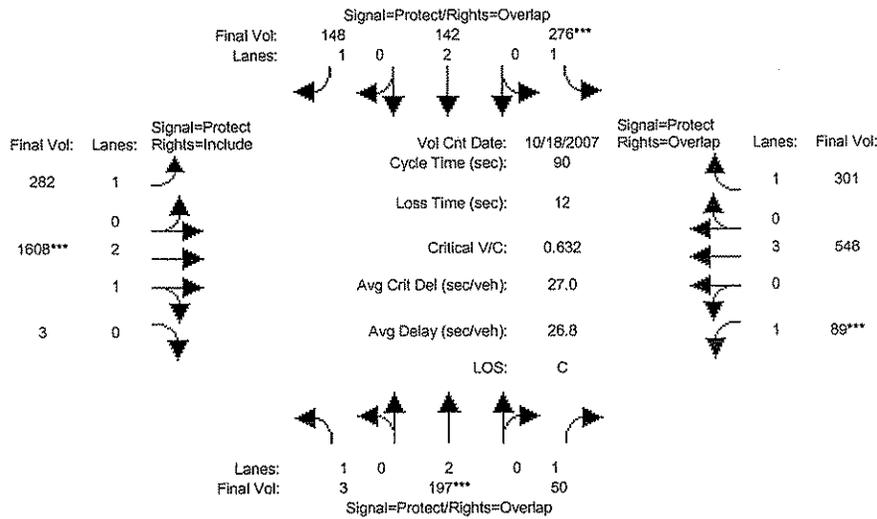
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.04	0.05	0.10	0.07	0.14	0.04	0.06	0.06	0.06	0.34	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.11	0.36	0.15	0.15	0.23	0.08	0.36	0.36	0.25	0.53	0.68
Volume/Cap:	0.07	0.40	0.13	0.65	0.44	0.62	0.46	0.18	0.18	0.22	0.65	0.13
Delay/Veh:	36.9	40.0	19.7	48.0	37.1	37.9	50.3	20.1	20.1	28.0	16.4	5.4
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	40.0	19.7	48.0	37.1	37.9	50.3	20.1	20.1	28.0	16.4	5.4
LOS by Move:	D	D	B	D	D	D	D	C	C	C	B	A
DesignQueue:	1	4	3	8	6	11	3	4	4	4	17	3

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #401: Main St / Great Mail Pkwy



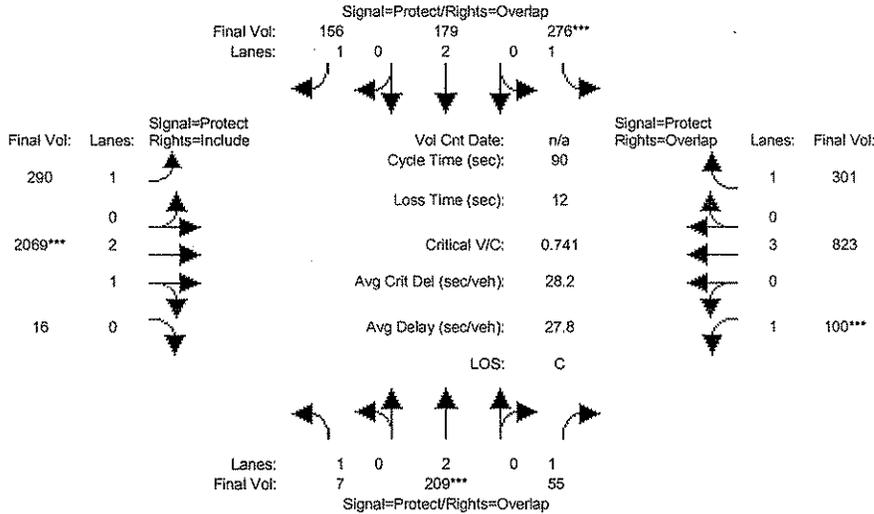
Street Name:	Main St						Great Mail Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 18 Oct 2007 <<												
Base Vol:	3	197	50	276	142	148	282	1608	3	89	548	301
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:	3	197	50	276	142	148	282	1608	3	89	548	301
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:	3	197	50	276	142	148	282	1608	3	89	548	301
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:	3	197	50	276	142	148	282	1608	3	89	548	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	197	50	276	142	148	282	1608	3	89	548	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	197	50	276	142	148	282	1608	3	89	548	301
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	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5590	10	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.03	0.16	0.04	0.08	0.16	0.29	0.29	0.05	0.10	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.11	0.19	0.24	0.21	0.51	0.31	0.44	0.44	0.08	0.21	0.45
Volume/Cap:	0.01	0.47	0.15	0.66	0.18	0.17	0.53	0.66	0.66	0.65	0.46	0.38
Delay/Veh:	33.1	41.2	31.4	38.7	29.9	12.1	29.6	21.4	21.4	62.2	32.3	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	41.2	31.4	38.7	29.9	12.1	29.6	21.4	21.4	62.2	32.3	17.8
LOS by Move:	C	D	C	D	C	B	C	C	C	E	C	B
DesignQueue:	0	4	2	12	3	4	11	17	17	5	7	9

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #401: Main St / Great Mall Pkwy



Street Name:	Main St						Great Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:	Main St North Bound			Main St South Bound			Great Mall Pkwy East Bound			Great Mall Pkwy West Bound		
Base Vol:	7	209	55	276	179	156	290	2069	16	100	823	301
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:	7	209	55	276	179	156	290	2069	16	100	823	301
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:	7	209	55	276	179	156	290	2069	16	100	823	301
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:	7	209	55	276	179	156	290	2069	16	100	823	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	209	55	276	179	156	290	2069	16	100	823	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	7	209	55	276	179	156	290	2069	16	100	823	301

Saturation Flow Module:	Main St North Bound			Main St South Bound			Great Mall Pkwy East Bound			Great Mall Pkwy West Bound		
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	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5557	43	1750	5700	1750

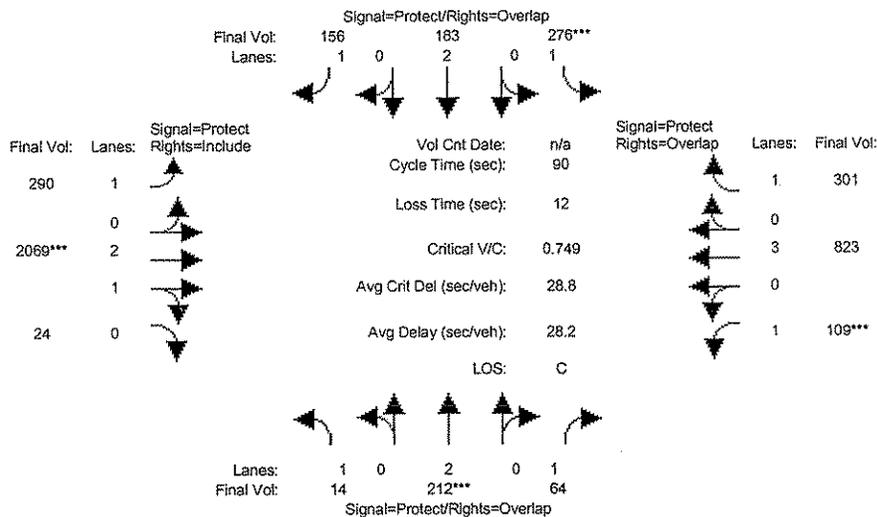
Capacity Analysis Module:	Main St North Bound			Main St South Bound			Great Mall Pkwy East Bound			Great Mall Pkwy West Bound		
Vol/Sat:	0.00	0.06	0.03	0.16	0.05	0.09	0.17	0.37	0.37	0.06	0.14	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.11	0.19	0.20	0.18	0.48	0.30	0.48	0.48	0.08	0.26	0.46
Volume/Cap:	0.03	0.50	0.17	0.78	0.26	0.19	0.56	0.78	0.78	0.73	0.56	0.37
Delay/Veh:	34.5	41.7	31.6	49.8	32.3	13.8	31.1	22.0	22.0	70.0	30.5	17.2
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:	34.5	41.7	31.6	49.8	32.3	13.8	31.1	22.0	22.0	70.0	30.5	17.2
LOS by Move:	C	D	C	D	C	B	C	C	C	E	C	B
DesignQueue:	0	5	2	12	4	5	12	21	21	5	11	9

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #401: Main St / Great Mall Pkwy



Street Name:	Main St						Great Mall Pkwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	7	209	55	276	179	156	290	2069	16	100	823	301
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:	7	209	55	276	179	156	290	2069	16	100	823	301
Added Vol:	7	3	9	0	4	0	0	0	8	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	212	64	276	183	156	290	2069	24	109	823	301
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:	14	212	64	276	183	156	290	2069	24	109	823	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	212	64	276	183	156	290	2069	24	109	823	301
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:	14	212	64	276	183	156	290	2069	24	109	823	301

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	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5536	64	1750	5700	1750

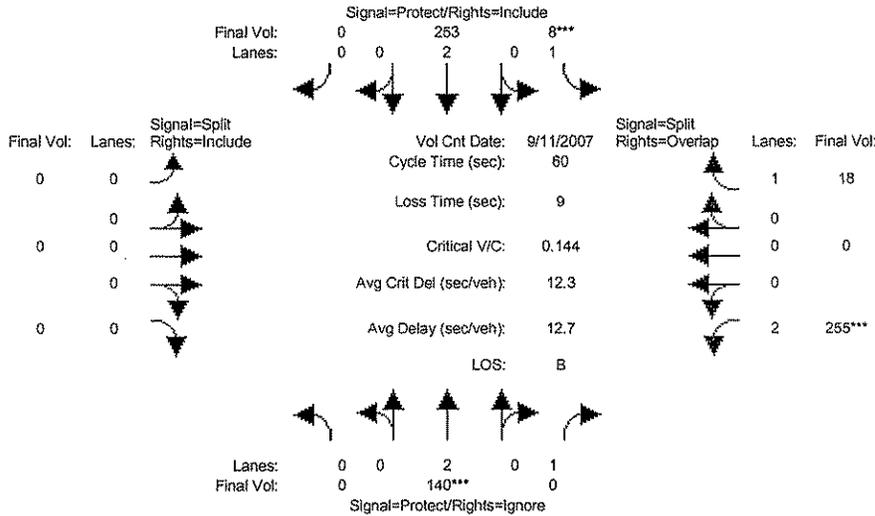
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.04	0.16	0.05	0.09	0.17	0.37	0.37	0.06	0.14	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.11	0.19	0.20	0.18	0.48	0.30	0.48	0.48	0.08	0.26	0.46
Volume/Cap:	0.06	0.50	0.19	0.79	0.26	0.19	0.56	0.79	0.79	0.79	0.56	0.37
Delay/Veh:	35.0	41.9	31.9	50.2	32.4	13.9	31.0	22.2	22.2	75.6	30.5	17.2
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:	35.0	41.9	31.9	50.2	32.4	13.9	31.0	22.2	22.2	75.6	30.5	17.2
LOS by Move:	C	D	C	D	C	B	C	C	C	E	C	B
DesignQueue:	1	5	3	12	4	5	12	21	21	6	11	9

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #402: Abel St / Main St



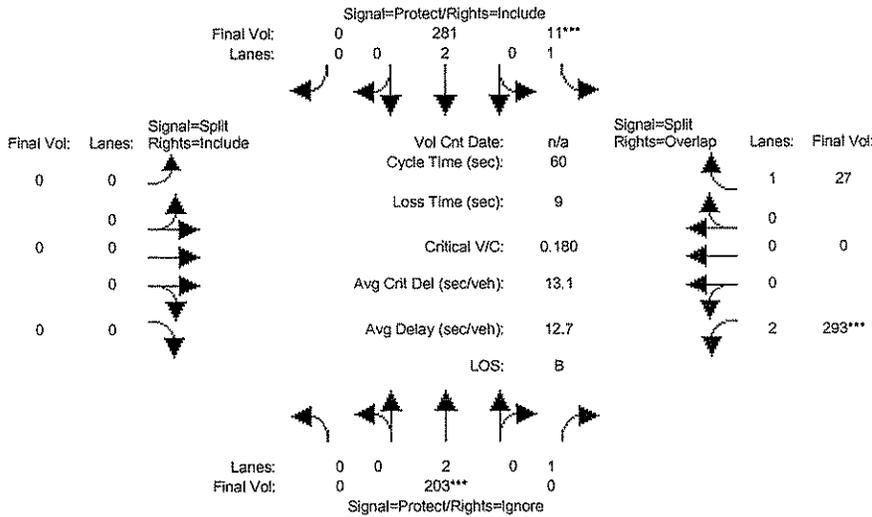
Street Name:	Abel St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Volume Module: >> Count Date: 11 Sep 2007 <<												
Base Vol:	0	140	223	8	253	0	0	0	0	255	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	140	223	8	253	0	0	0	0	255	0	18
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	140	223	8	253	0	0	0	0	255	0	18
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	140	0	8	253	0	0	0	0	255	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	140	0	8	253	0	0	0	0	255	0	18
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
Final Volume:	0	140	0	8	253	0	0	0	0	255	0	18
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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.08	0.00	0.01
Crit Moves:	****		****		****		****		****		****	
Green/Cycle:	0.00	0.23	0.00	0.12	0.35	0.00	0.00	0.00	0.00	0.50	0.00	0.62
Volume/Cap:	0.00	0.16	0.00	0.04	0.19	0.00	0.00	0.00	0.00	0.16	0.00	0.02
Delay/Veh:	0.0	18.9	0.0	23.9	14.1	0.0	0.0	0.0	0.0	8.2	0.0	4.4
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	18.9	0.0	23.9	14.1	0.0	0.0	0.0	0.0	8.2	0.0	4.4
LOS by Move:	A	B	A	C	B	A	A	A	A	A	A	A
DesignQueue:	0	2	0	0	3	0	0	0	0	3	0	0

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #402: Abel St / Main St



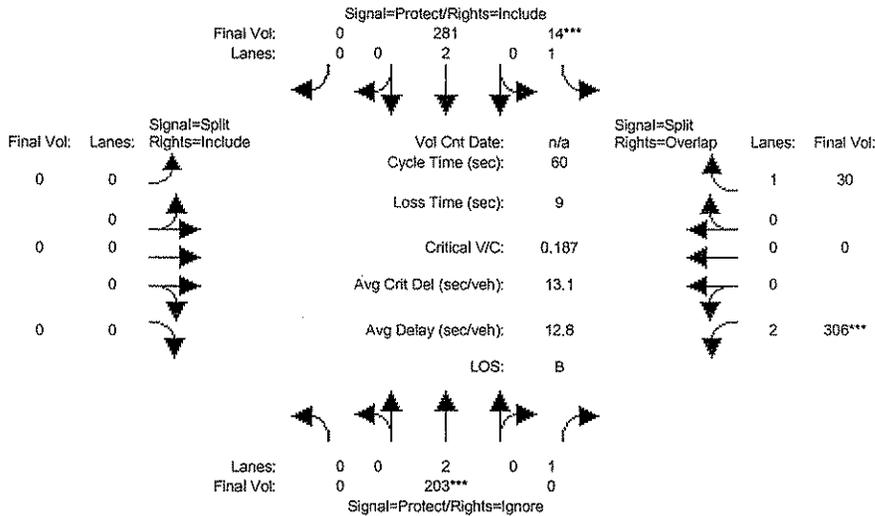
Street Name:	Abel St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Volume Module:												
Base Vol:	0	203	287	11	281	0	0	0	0	293	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	203	287	11	281	0	0	0	0	293	0	27
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	203	287	11	281	0	0	0	0	293	0	27
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	203	0	11	281	0	0	0	0	293	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	0	11	281	0	0	0	0	293	0	27
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
Final Volume:	0	203	0	11	281	0	0	0	0	293	0	27
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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.01	0.07	0.00	0.00	0.00	0.00	0.09	0.00	0.02
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.27	0.00	0.12	0.38	0.00	0.00	0.00	0.00	0.47	0.00	0.58
Volume/Cap:	0.00	0.20	0.00	0.05	0.19	0.00	0.00	0.00	0.00	0.20	0.00	0.03
Delay/Veh:	0.0	17.4	0.0	24.1	12.6	0.0	0.0	0.0	0.0	9.7	0.0	5.4
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	17.4	0.0	24.1	12.6	0.0	0.0	0.0	0.0	9.7	0.0	5.4
LOS by Move:	A	B	A	C	B	A	A	A	A	A	A	A
DesignQueue:	0	3	0	0	3	0	0	0	0	3	0	0

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #402: Abel St / Main St



Street Name:	Abel St						Main St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10

Volume Module:												
Base Vol:	0	203	287	11	281	0	0	0	0	293	0	27
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	203	287	11	281	0	0	0	0	293	0	27
Added Vol:	0	0	13	3	0	0	0	0	0	13	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	203	300	14	281	0	0	0	0	306	0	30
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	203	0	14	281	0	0	0	0	306	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	0	14	281	0	0	0	0	306	0	30
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
Final Volume:	0	203	0	14	281	0	0	0	0	306	0	30

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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750

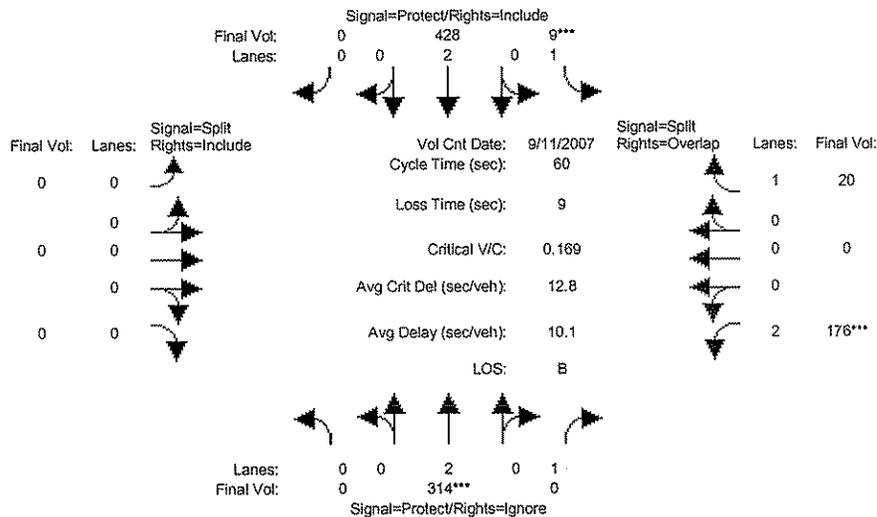
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.01	0.07	0.00	0.00	0.00	0.00	0.10	0.00	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.26	0.00	0.12	0.38	0.00	0.00	0.00	0.00	0.47	0.00	0.59
Volume/Cap:	0.00	0.21	0.00	0.07	0.20	0.00	0.00	0.00	0.00	0.21	0.00	0.03
Delay/Veh:	0.0	17.8	0.0	24.2	12.9	0.0	0.0	0.0	0.0	9.5	0.0	5.2
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:	0.0	17.8	0.0	24.2	12.9	0.0	0.0	0.0	0.0	9.5	0.0	5.2
LOS by Move:	A	B	A	C	B	A	A	A	A	A	A	A
DesignQueue:	0	3	0	0	3	0	0	0	0	3	0	0

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #402: Abel St / Main St



Street Name:	Abel St						Main St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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

Volume Module:	>>	Count	Date:	11 Sep 2007	<<							
Base Vol:	0	314	250	9	428	0	0	0	0	176	0	20
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	314	250	9	428	0	0	0	0	176	0	20
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	314	250	9	428	0	0	0	0	176	0	20
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	314	0	9	428	0	0	0	0	176	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	314	0	9	428	0	0	0	0	176	0	20
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
Final Volume:	0	314	0	9	428	0	0	0	0	176	0	20

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	0.83	1.00	0.92	
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00	
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750	

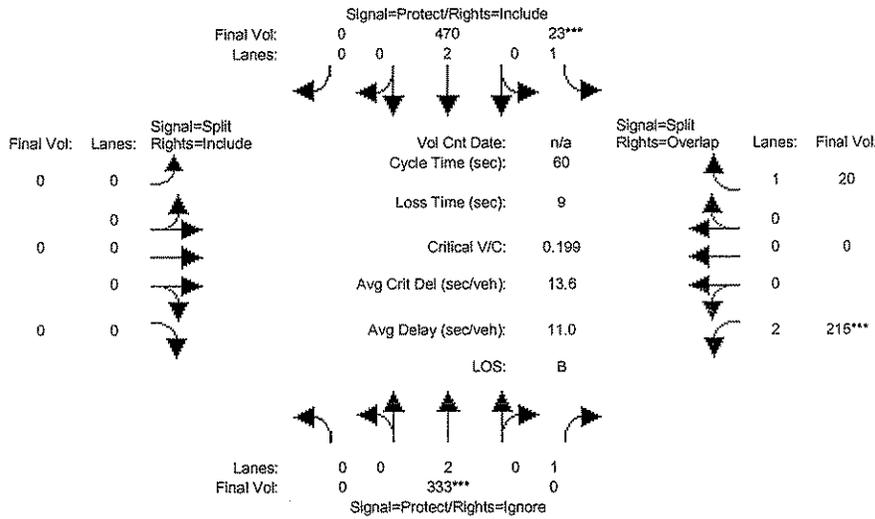
Capacity Analysis Module:	Vol/Sat:	0.00	0.08	0.00	0.01	0.11	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green/Cycle:	0.00	0.44	0.00	0.12	0.55	0.00	0.00	0.00	0.00	0.30	0.00	0.41	
Volume/Cap:	0.00	0.19	0.00	0.04	0.20	0.00	0.00	0.00	0.00	0.19	0.00	0.03	
Delay/Veh:	0.0	10.6	0.0	23.9	6.9	0.0	0.0	0.0	0.0	16.2	0.0	10.5	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	10.6	0.0	23.9	6.9	0.0	0.0	0.0	0.0	16.2	0.0	10.5	
LOS by Move:	A	B	A	C	A	A	A	A	A	B	A	B	
DesignQueue:	0	3	0	0	3	0	0	0	0	3	0	0	

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #402: Abel St / Main St



Street Name:	Abel St						Main St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10

Volume Module:												
Base Vol:	0	333	300	23	470	0	0	0	0	215	0	20
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	333	300	23	470	0	0	0	0	215	0	20
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	333	300	23	470	0	0	0	0	215	0	20
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	333	0	23	470	0	0	0	0	215	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	333	0	23	470	0	0	0	0	215	0	20
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
Final Volume:	0	333	0	23	470	0	0	0	0	215	0	20

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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750

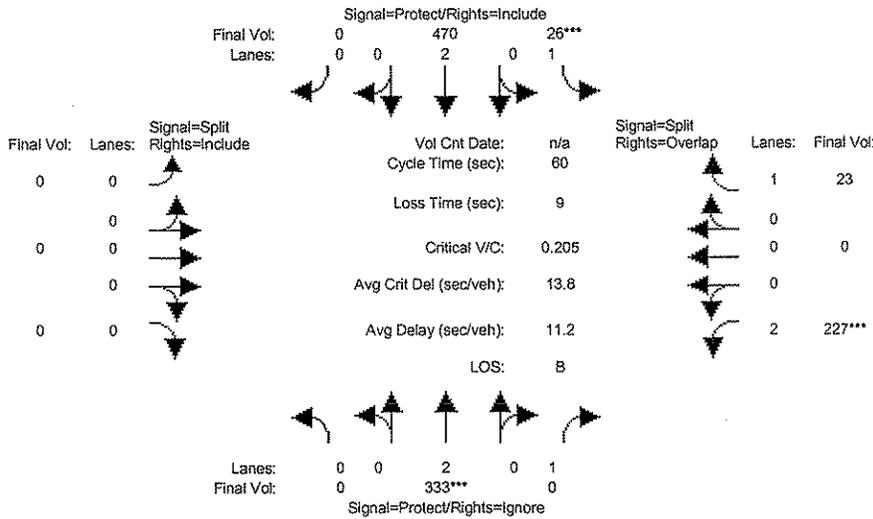
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.01	0.12	0.00	0.00	0.00	0.00	0.07	0.00	0.01
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.41	0.00	0.12	0.53	0.00	0.00	0.00	0.00	0.32	0.00	0.44
Volume/Cap:	0.00	0.21	0.00	0.11	0.23	0.00	0.00	0.00	0.00	0.21	0.00	0.03
Delay/Veh:	0.0	11.7	0.0	24.8	7.9	0.0	0.0	0.0	0.0	15.3	0.0	9.7
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:	0.0	11.7	0.0	24.8	7.9	0.0	0.0	0.0	0.0	15.3	0.0	9.7
LOS by Move:	A	B	A	C	A	A	A	A	A	B	A	A
DesignQueue:	0	3	0	1	4	0	0	0	0	3	0	0

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #402: Abel St / Main St



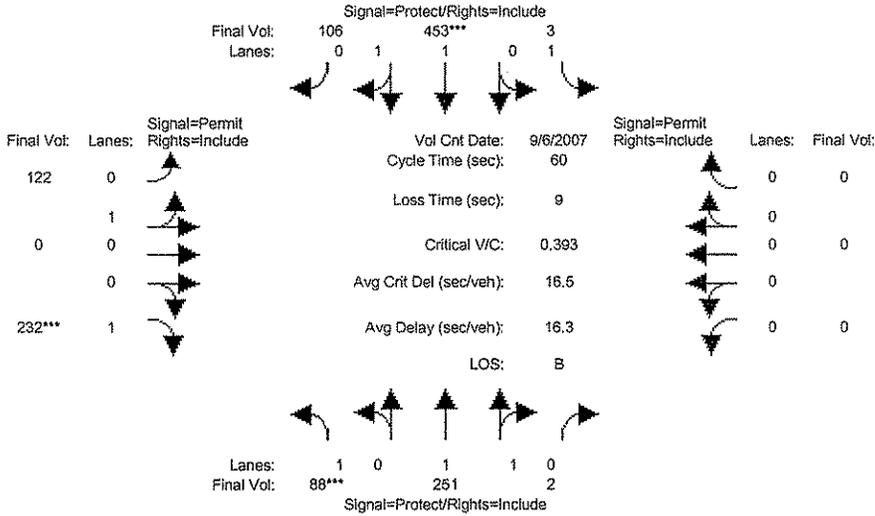
Street Name:	Abel St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Volume Module:												
Base Vol:	0	333	300	23	470	0	0	0	0	215	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	333	300	23	470	0	0	0	0	215	0	20
Added Vol:	0	0	12	3	0	0	0	0	0	12	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	333	312	26	470	0	0	0	0	227	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	333	0	26	470	0	0	0	0	227	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	333	0	26	470	0	0	0	0	227	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
Final Volume:	0	333	0	26	470	0	0	0	0	227	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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.01	0.12	0.00	0.00	0.00	0.00	0.07	0.00	0.01
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.40	0.00	0.12	0.52	0.00	0.00	0.00	0.00	0.33	0.00	0.45
Volume/Cap:	0.00	0.22	0.00	0.13	0.24	0.00	0.00	0.00	0.00	0.22	0.00	0.03
Delay/Veh:	0.0	12.1	0.0	25.0	8.2	0.0	0.0	0.0	0.0	15.0	0.0	9.3
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:	0.0	12.1	0.0	25.0	8.2	0.0	0.0	0.0	0.0	15.0	0.0	9.3
LOS by Move:	A	B	A	C	A	A	A	A	A	B	A	A
DesignQueue:	0	3	0	1	4	0	0	0	0	3	0	0

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #403: Main St / Cedar Wy



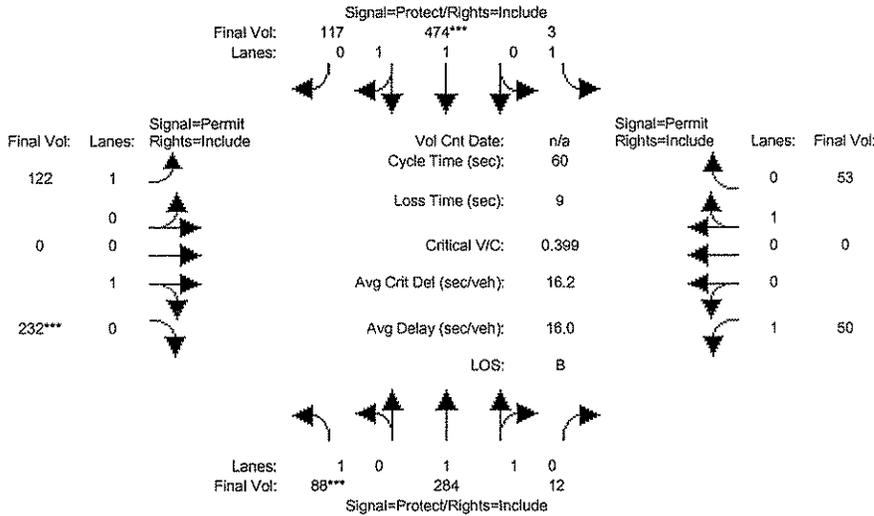
Street Name:	Main St						Cedar Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Volume Module:	>> Count Date: 6 Sep 2007 << AM											
Base Vol:	88	251	2	3	453	106	122	0	232	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	251	2	3	453	106	122	0	232	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:	88	251	2	3	453	106	122	0	232	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:	88	251	2	3	453	106	122	0	232	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	251	2	3	453	106	122	0	232	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	251	2	3	453	106	122	0	232	0	0	0
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	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	1.00	1.61	0.39	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3671	29	1750	2998	701	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.07	0.00	0.15	0.15	0.07	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****					****			
Green/Cycle:	0.13	0.30	0.30	0.21	0.38	0.38	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.39	0.23	0.23	0.01	0.39	0.39	0.20	0.00	0.39	0.00	0.00	0.00
Delay/Veh:	29.1	16.2	16.2	18.7	14.2	14.2	14.9	0.0	17.1	0.0	0.0	0.0
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:	29.1	16.2	16.2	18.7	14.2	14.2	14.9	0.0	17.1	0.0	0.0	0.0
LOS by Move:	C	B	B	B	B	B	B	A	B	A	A	A
DesignQueue:	3	3	3	0	6	6	3	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #403: Main St / Cedar Wy



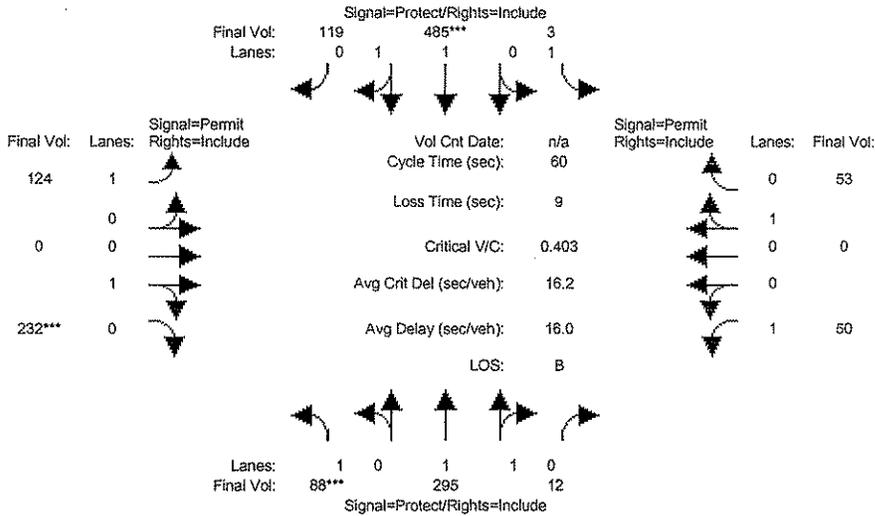
Street Name:	Main St						Cedar Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	88	284	12	3	474	117	122	0	232	50	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	284	12	3	474	117	122	0	232	50	0	53
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:	88	284	12	3	474	117	122	0	232	50	0	53
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:	88	284	12	3	474	117	122	0	232	50	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	284	12	3	474	117	122	0	232	50	0	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	284	12	3	474	117	122	0	232	50	0	53
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	0.98	0.95	0.92	1.00	0.95	0.92	1.00	0.95
Lanes:	1.00	1.92	0.08	1.00	1.59	0.41	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3550	150	1750	2967	732	1750	0	1800	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.00	0.16	0.16	0.07	0.00	0.13	0.03	0.00	0.03
Crit Moves:	****			****					****			
Green/Cycle:	0.13	0.31	0.31	0.22	0.40	0.40	0.32	0.00	0.32	0.32	0.00	0.32
Volume/Cap:	0.40	0.26	0.26	0.01	0.40	0.40	0.22	0.00	0.40	0.09	0.00	0.09
Delay/Veh:	29.4	16.1	16.1	18.5	13.6	13.6	15.6	0.0	17.8	14.5	0.0	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	16.1	16.1	18.5	13.6	13.6	15.6	0.0	17.8	14.5	0.0	14.5
LOS by Move:	C	B	B	B	B	B	B	A	B	B	A	B
DesignQueue:	3	4	4	0	6	6	3	0	6	1	0	1

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #403: Main St / Cedar Wy



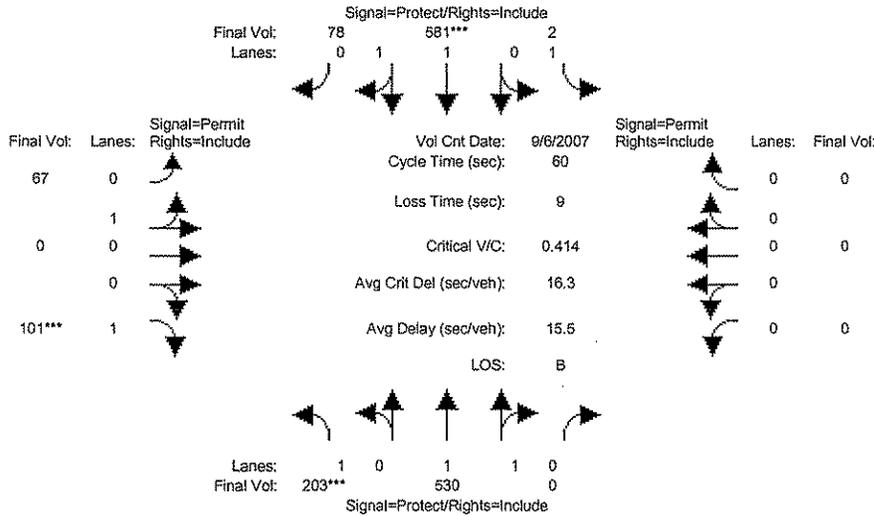
Street Name:	Main St						Cedar Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	88	284	12	3	474	117	122	0	232	50	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	284	12	3	474	117	122	0	232	50	0	53
Added Vol:	0	11	0	0	11	2	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	295	12	3	485	119	124	0	232	50	0	53
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:	88	295	12	3	485	119	124	0	232	50	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	295	12	3	485	119	124	0	232	50	0	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	295	12	3	485	119	124	0	232	50	0	53
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	0.98	0.95	0.92	1.00	0.95	0.92	1.00	0.95
Lanes:	1.00	1.92	0.08	1.00	1.60	0.40	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3555	145	1750	2970	729	1750	0	1800	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.00	0.16	0.16	0.07	0.00	0.13	0.03	0.00	0.03
Crit Moves:	****			****					****			
Green/Cycle:	0.12	0.31	0.31	0.22	0.41	0.41	0.32	0.00	0.32	0.32	0.00	0.32
Volume/Cap:	0.40	0.27	0.27	0.01	0.40	0.40	0.22	0.00	0.40	0.09	0.00	0.09
Delay/Veh:	29.6	16.1	16.1	18.4	13.5	13.5	15.8	0.0	18.0	14.6	0.0	14.6
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:	29.6	16.1	16.1	18.4	13.5	13.5	15.8	0.0	18.0	14.6	0.0	14.6
LOS by Move:	C	B	B	B	B	B	B	A	B	B	A	B
DesignQueue:	3	4	4	0	6	6	3	0	6	1	0	1

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #403: Main St / Cedar Wy



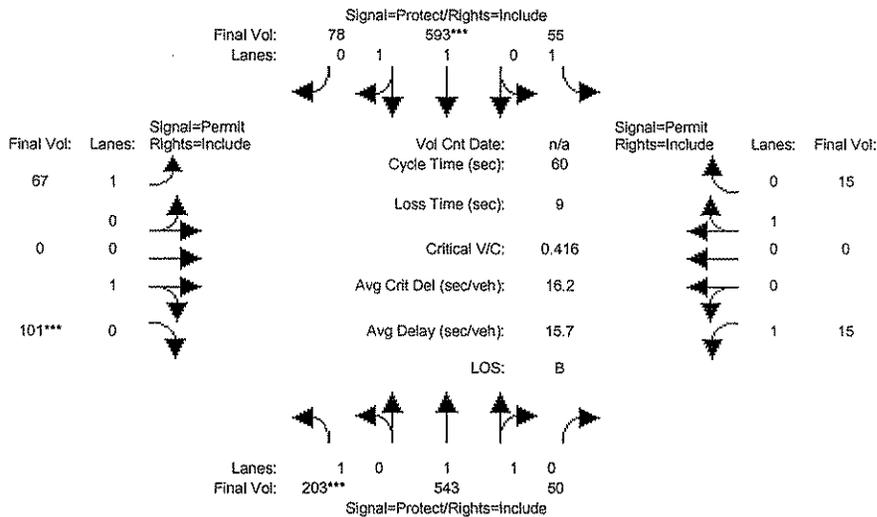
Street Name:	Main St						Cedar Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Volume Module: >> Count Date: 6 Sep 2007 <<												
Base Vol:	203	530	0	2	581	78	67	0	101	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	530	0	2	581	78	67	0	101	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:	203	530	0	2	581	78	67	0	101	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:	203	530	0	2	581	78	67	0	101	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	530	0	2	581	78	67	0	101	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	203	530	0	2	581	78	67	0	101	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.76	0.24	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3700	0	1750	3262	438	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.00	0.00	0.18	0.18	0.04	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****			****					****			
Green/Cycle:	0.27	0.40	0.00	0.28	0.41	0.41	0.17	0.00	0.17	0.00	0.00	0.00
Volume/Cap:	0.43	0.36	0.00	0.00	0.43	0.43	0.22	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	21.0	13.2	0.0	15.5	13.4	13.4	23.4	0.0	25.3	0.0	0.0	0.0
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:	21.0	13.2	0.0	15.5	13.4	13.4	23.4	0.0	25.3	0.0	0.0	0.0
LOS by Move:	C	B	A	B	B	B	C	A	C	A	A	A
DesignQueue:	6	6	0	0	7	7	2	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #403: Main St / Cedar Wy



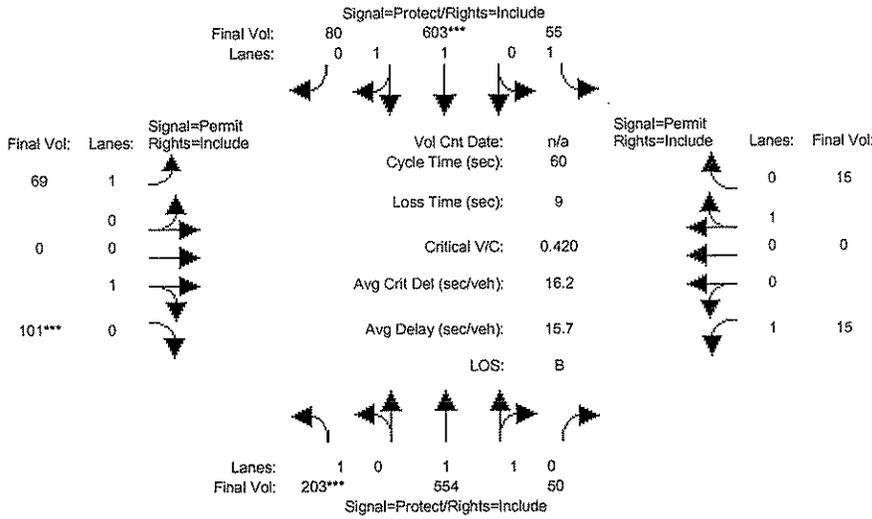
Street Name:	Main St						Cedar Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	203	543	50	55	593	78	67	0	101	15	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	543	50	55	593	78	67	0	101	15	0	15
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:	203	543	50	55	593	78	67	0	101	15	0	15
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:	203	543	50	55	593	78	67	0	101	15	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	543	50	55	593	78	67	0	101	15	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	203	543	50	55	593	78	67	0	101	15	0	15
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	0.98	0.95	0.92	1.00	0.95	0.92	1.00	0.95
Lanes:	1.00	1.83	0.17	1.00	1.76	0.24	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3388	312	1750	3270	430	1750	0	1800	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.03	0.18	0.18	0.04	0.00	0.06	0.01	0.00	0.01
Crit Moves:	****			****					****			
Green/Cycle:	0.27	0.40	0.40	0.28	0.42	0.42	0.17	0.00	0.17	0.17	0.00	0.17
Volume/Cap:	0.44	0.40	0.40	0.11	0.44	0.44	0.23	0.00	0.34	0.05	0.00	0.05
Delay/Veh:	21.2	13.6	13.6	16.5	13.4	13.4	23.5	0.0	25.1	21.3	0.0	21.3
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:	21.2	13.6	13.6	16.5	13.4	13.4	23.5	0.0	25.1	21.3	0.0	21.3
LOS by Move:	C	B	B	B	B	B	C	A	C	C	A	C
Design Queue:	6	6	6	1	7	7	2	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #403: Main St / Cedar Wy



Street Name:	Main St						Cedar Wy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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

Volume Module:												
Base Vol:	203	543	50	55	593	78	67	0	101	15	0	15
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:	203	543	50	55	593	78	67	0	101	15	0	15
Added Vol:	0	11	0	0	10	2	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	554	50	55	603	80	69	0	101	15	0	15
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:	203	554	50	55	603	80	69	0	101	15	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	554	50	55	603	80	69	0	101	15	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	203	554	50	55	603	80	69	0	101	15	0	15

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	0.98	0.95	0.92	1.00	0.95	0.92	1.00	0.95
Lanes:	1.00	1.83	0.17	1.00	1.76	0.24	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3393	306	1750	3266	433	1750	0	1800	1750	0	1800

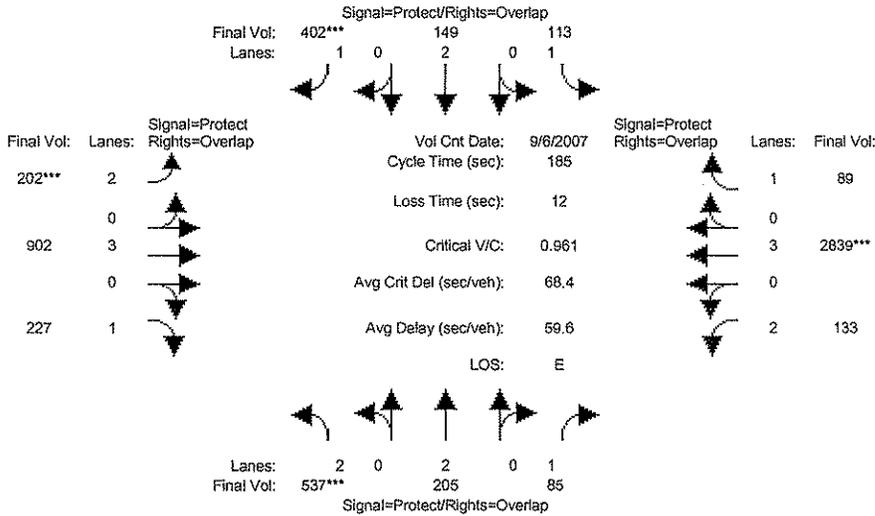
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.03	0.18	0.18	0.04	0.00	0.06	0.01	0.00	0.01
Crit Moves:	****			****			****					
Green/Cycle:	0.26	0.40	0.40	0.28	0.42	0.42	0.17	0.00	0.17	0.17	0.00	0.17
Volume/Cap:	0.44	0.41	0.41	0.11	0.44	0.44	0.24	0.00	0.34	0.05	0.00	0.05
Delay/Veh:	21.4	13.6	13.6	16.5	13.3	13.3	23.6	0.0	25.1	21.3	0.0	21.3
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:	21.4	13.6	13.6	16.5	13.3	13.3	23.6	0.0	25.1	21.3	0.0	21.3
LOS by Move:	C	B	B	B	B	B	C	A	C	C	A	C
Design Queue:	6	6	6	1	7	7	2	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #404: Main St / Montague Expwy [CMP]



Street Name:	Main St						Montague Expwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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

Volume Module:	>> Count Date: 6 Sep 2007 << AM											
Base Vol:	537	205	85	113	149	402	202	902	227	133	2839	89
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:	537	205	85	113	149	402	202	902	227	133	2839	89
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:	537	205	85	113	149	402	202	902	227	133	2839	89
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:	537	205	85	113	149	402	202	902	227	133	2839	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	537	205	85	113	149	402	202	902	227	133	2839	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	537	205	85	113	149	402	202	902	227	133	2839	89

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750

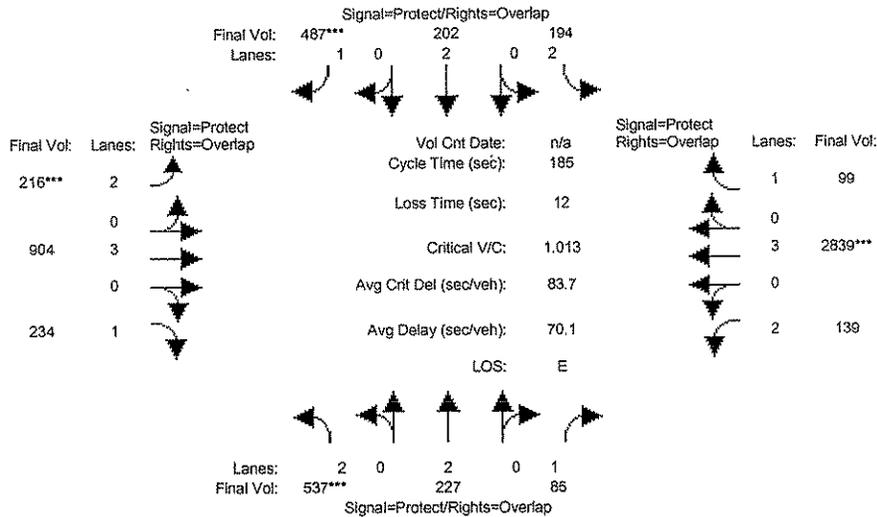
Capacity Analysis Module:												
Vol/Sat:	0.17	0.05	0.05	0.06	0.04	0.23	0.06	0.16	0.13	0.04	0.50	0.05
Crit Moves:	****					****	****				****	
Green/Cycle:	0.18	0.16	0.28	0.19	0.17	0.24	0.07	0.46	0.64	0.12	0.52	0.71
Volume/Cap:	0.96	0.34	0.17	0.34	0.23	0.96	0.96	0.34	0.20	0.34	0.96	0.07
Delay/Veh:	103.8	69.4	50.2	65.4	66.1	103.3	136.8	31.9	13.9	74.8	51.9	8.3
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:	103.8	69.4	50.2	65.4	66.1	103.3	136.8	31.9	13.9	74.8	51.9	8.3
LOS by Move:	F	E	D	E	E	F	F	C	B	E	D	A
DesignQueue:	29	9	7	10	6	36	12	17	9	7	54	3

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #404: Main St / Montague Expwy [CMP]



Street Name:	Main St						Montague Expwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	537	227	85	194	202	487	216	904	234	139	2839	99
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:	537	227	85	194	202	487	216	904	234	139	2839	99
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:	537	227	85	194	202	487	216	904	234	139	2839	99
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:	537	227	85	194	202	487	216	904	234	139	2839	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	537	227	85	194	202	487	216	904	234	139	2839	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	537	227	85	194	202	487	216	904	234	139	2839	99

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	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

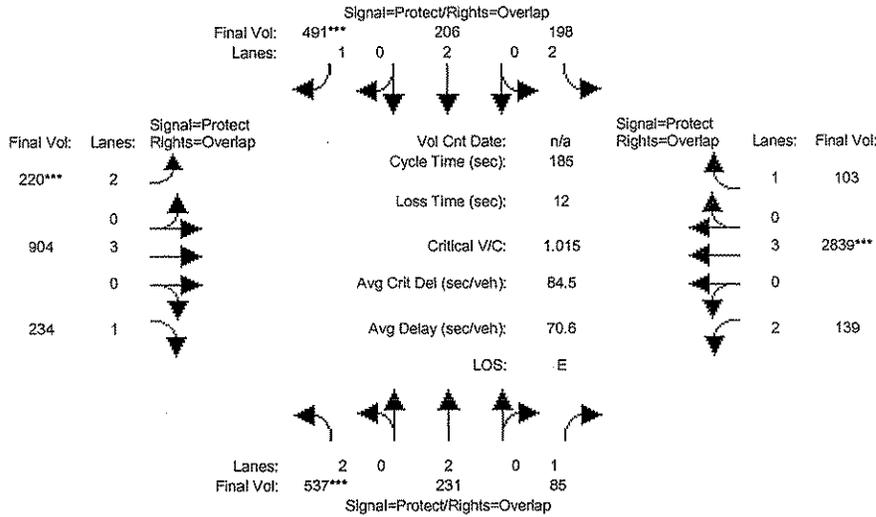
Capacity Analysis Module:												
Vol/Sat:	0.17	0.06	0.05	0.06	0.05	0.28	0.07	0.16	0.13	0.04	0.50	0.06
Crit Moves:	****					****	****			****		
Green/Cycle:	0.17	0.18	0.31	0.19	0.21	0.27	0.07	0.44	0.61	0.12	0.49	0.68
Volume/Cap:	1.01	0.32	0.16	0.32	0.26	1.01	1.01	0.36	0.22	0.36	1.01	0.08
Delay/Veh:	119.2	65.6	46.9	64.9	61.6	111.3	151.1	34.8	16.7	75.2	67.1	9.9
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:	119.2	65.6	46.9	64.9	61.6	111.3	151.1	34.8	16.7	75.2	67.1	9.9
LOS by Move:	F	E	D	E	E	F	F	C	B	E	E	A
DesignQueue:	29	10	7	10	8	43	13	18	11	8	57	4

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #404: Main St / Montague Expwy [CMP]



Street Name:	Main St						Montague Expwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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

Volume Module:												
Base Vol:	537	227	85	194	202	487	216	904	234	139	2839	99
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:	537	227	85	194	202	487	216	904	234	139	2839	99
Added Vol:	0	4	0	4	4	4	4	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	537	231	85	198	206	491	220	904	234	139	2839	103
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:	537	231	85	198	206	491	220	904	234	139	2839	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	537	231	85	198	206	491	220	904	234	139	2839	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	537	231	85	198	206	491	220	904	234	139	2839	103

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	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

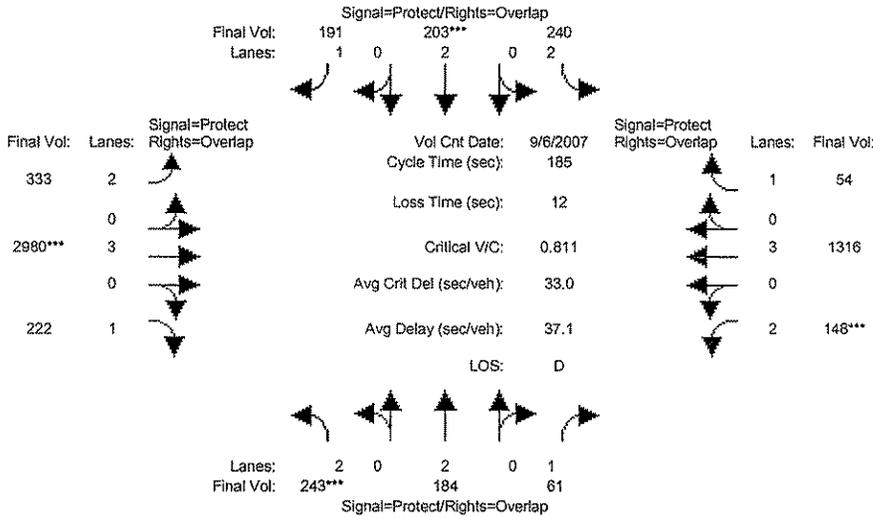
Capacity Analysis Module:												
Vol/Sat:	0.17	0.06	0.05	0.06	0.05	0.28	0.07	0.16	0.13	0.04	0.50	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.17	0.18	0.31	0.19	0.21	0.28	0.07	0.44	0.61	0.12	0.49	0.68
Volume/Cap:	1.01	0.33	0.16	0.33	0.26	1.01	1.01	0.36	0.22	0.36	1.01	0.09
Delay/Veh:	119.9	65.7	46.9	64.9	61.6	111.7	151.2	34.8	16.7	75.2	67.9	10.0
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:	119.9	65.7	46.9	64.9	61.6	111.7	151.2	34.8	16.7	75.2	67.9	10.0
LOS by Move:	F	E	D	E	E	F	F	C	B	E	E	A
DesignQueue:	29	10	7	10	9	43	13	18	11	8	57	4

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #404: Main St / Montague Expwy [CMP]



Street Name:	Main St						Montague Expwy					
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

Volume Module:	>>	Count	Date:	6 Sep 2007	<<	PM						
Base Vol:	243	184	61	240	203	191	333	2980	222	148	1316	54
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:	243	184	61	240	203	191	333	2980	222	148	1316	54
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:	243	184	61	240	203	191	333	2980	222	148	1316	54
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:	243	184	61	240	203	191	333	2980	222	148	1316	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	184	61	240	203	191	333	2980	222	148	1316	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	243	184	61	240	203	191	333	2980	222	148	1316	54

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	0.90	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5130	1750	3150	5700	1750

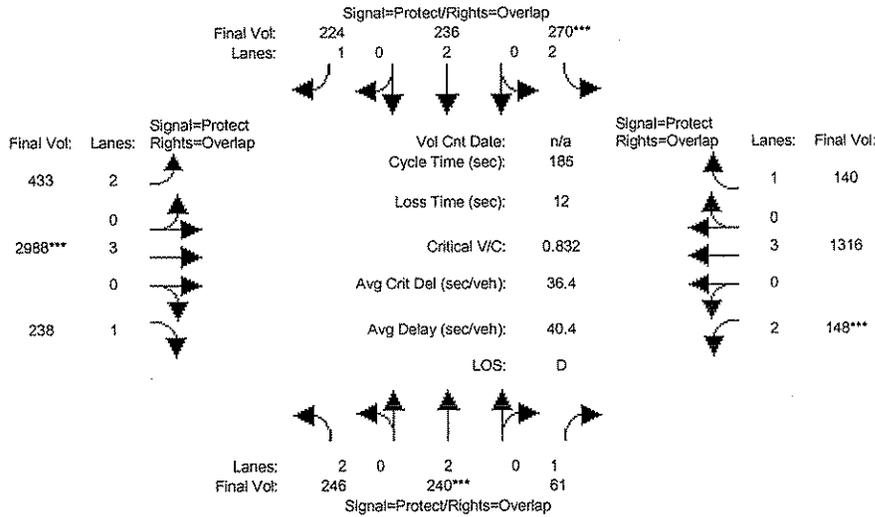
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.03	0.08	0.05	0.11	0.11	0.58	0.13	0.05	0.23	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.07	0.12	0.09	0.07	0.31	0.24	0.72	0.81	0.06	0.53	0.63
Volume/Cap:	0.81	0.72	0.28	0.81	0.81	0.35	0.43	0.81	0.16	0.81	0.43	0.05
Delay/Veh:	97.3	94.6	74.1	97.3	103	50.0	59.6	19.2	3.8	109.3	26.6	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:	97.3	94.6	74.1	97.3	103	50.0	59.6	19.2	3.8	109.3	26.6	13.4
LOS by Move:	F	F	E	F	F	D	E	B	A	F	C	B
DesignQueue:	14	9	6	14	10	15	16	34	5	9	23	2

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #404: Main St / Montague Expwy [CMP]



Street Name:	Main St						Montague Expwy					
	North Bound			South Bound			East Bound			West Bound		
	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

Volume Module:												
Base Vol:	246	240	61	270	236	224	433	2988	238	148	1316	140
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:	246	240	61	270	236	224	433	2988	238	148	1316	140
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:	246	240	61	270	236	224	433	2988	238	148	1316	140
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:	246	240	61	270	236	224	433	2988	238	148	1316	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	240	61	270	236	224	433	2988	238	148	1316	140
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:	246	240	61	270	236	224	433	2988	238	148	1316	140

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	0.90	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5130	1750	3150	5700	1750

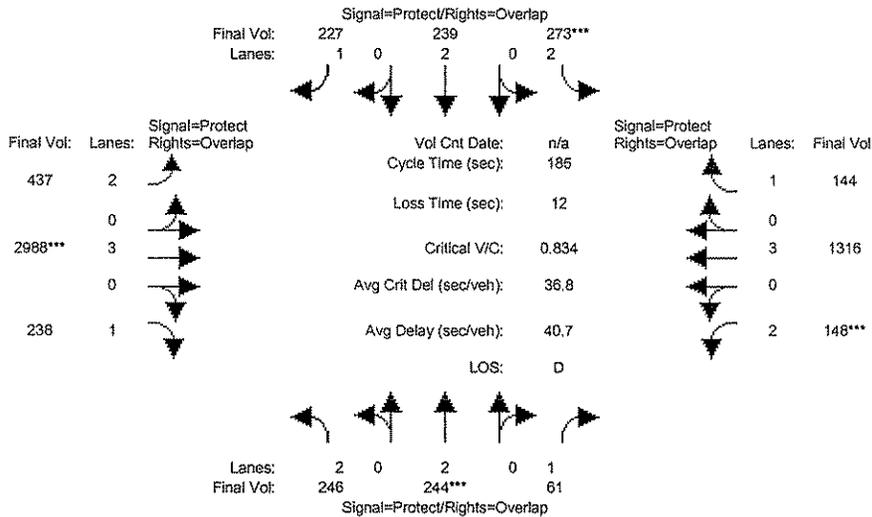
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.03	0.09	0.06	0.13	0.14	0.58	0.14	0.05	0.23	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.08	0.13	0.10	0.08	0.36	0.28	0.70	0.80	0.06	0.47	0.58
Volume/Cap:	0.78	0.83	0.26	0.83	0.78	0.35	0.49	0.83	0.17	0.83	0.49	0.14
Delay/Veh:	93.5	103	72.8	97.9	96.2	43.6	55.7	21.7	4.4	113.5	33.4	18.1
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:	93.5	103	72.8	97.9	96.2	43.6	55.7	21.7	4.4	113.5	33.4	18.1
LOS by Move:	F	F	E	F	F	D	E	C	A	F	C	B
DesignQueue:	14	12	6	15	11	17	20	36	6	9	25	7

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #404: Main St / Montague Expwy [CMP]



Street Name:	Main St						Montague Expwy					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module:												
Base Vol:	246	240	61	270	236	224	433	2988	238	148	1316	140
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:	246	240	61	270	236	224	433	2988	238	148	1316	140
Added Vol:	0	4	0	3	3	3	4	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	244	61	273	239	227	437	2988	238	148	1316	144
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:	246	244	61	273	239	227	437	2988	238	148	1316	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	244	61	273	239	227	437	2988	238	148	1316	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	246	244	61	273	239	227	437	2988	238	148	1316	144

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	0.90	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5130	1750	3150	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.03	0.09	0.06	0.13	0.14	0.58	0.14	0.05	0.23	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.08	0.13	0.10	0.08	0.36	0.28	0.70	0.80	0.06	0.47	0.58
Volume/Cap:	0.78	0.83	0.26	0.83	0.78	0.36	0.49	0.83	0.17	0.83	0.49	0.14
Delay/Veh:	93.0	103	72.6	98.0	95.5	43.4	55.6	22.0	4.4	113.9	33.8	18.3
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:	93.0	103	72.6	98.0	95.5	43.4	55.6	22.0	4.4	113.9	33.8	18.3
LOS by Move:	F	F	E	F	F	D	E	C	A	F	C	B
DesignQueue:	14	12	6	16	11	17	20	36	6	9	25	7

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #405 Main St / Project Driveway

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[10.7]

Table with columns for Street Name (Main St, Project Driveway), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various movements.

Critical Gap Module:

Table showing critical gap and follow-up time data for different movements.

Capacity Module:

Table showing capacity data including Conflict Vol, Potent Cap., Move Cap., and Volume/Cap. for various movements.

Level Of Service Module:

Table showing level of service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #405 Main St / Project Driveway

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	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	270	16			22	330	0			0	0	0	0		17	0	22		

Major Street Volume: 638
Minor Approach Volume: 39
Minor Approach Volume Threshold: 440

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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City of Milpitas
Child Care

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #405 Main St / Project Driveway

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[10.7]

Street Name:	Main St						Project Driveway													
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										
Rights:	Include			Include			Include			Include										
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0

Volume Module:												
Base Vol:	0	300	0	0	260	0	0	0	0	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	300	0	0	260	0	0	0	0	0	0	0
Added Vol:	0	0	16	21	0	0	0	0	0	16	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	300	16	21	260	0	0	0	0	16	0	21
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	300	16	21	260	0	0	0	0	16	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	300	16	21	260	0	0	0	0	16	0	21

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxxx	316	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	480	610	158
Potent Cap.:	xxxx	xxxx	xxxxxx	1256	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	520	412	866
Move Cap.:	xxxx	xxxx	xxxxxx	1256	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	513	405	866
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.02

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT									
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	667	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.7	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.7		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

City of Milpitas
Child Care

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #405 Main St / Project Driveway

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	1	1	0	0	0	0	0	0	0	1	0
Initial Vol:	0	300	16	21	260	0	0	0	0	16	0	21	
Major Street Volume:	597												
Minor Approach Volume:	37												
Minor Approach Volume Threshold:	463												

SIGNAL WARRANT DISCLAIMER

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City of Milpitas
Child Care Center

Intersection Number: 1
 Traffic Node Number: 401
 Intersection Name: Main Street & Great Mall Parkway
 Peak Hour: AM
 Count Date: 10/18/07
 Scenario: Day Care Center
 Date of Analysis: 09/06/08

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	247	248	171	160	1964	87	62	131	0	2	191	54	3017
Approved Project Trips	2	7	0	0	300	2	9	33	6	3	156	8	526
Background Conditions	249	255	171	160	1964	89	71	164	6	5	347	62	3543
check	249	255	171	160	1964	89	71	164	6	5	347	62	
Proposed Project Trips													
Day Center Center	0	4	0	0	0	9	10	4	8	8	0	0	43
Project Conditions	249	259	171	160	1964	98	81	168	14	13	347	62	3586
check	249	259	171	160	1964	98	81	168	14	13	347	62	

Intersection Number: 2
 Traffic Node Number: 402
 Intersection Name: Abel Street & Main Street
 Peak Hour: AM
 Count Date: 09/11/07
 Scenario: Day Care Center
 Date of Analysis: 09/06/08

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	253	8	18	0	255	223	140	0	0	0	0	897
Approved Project Trips	0	28	3	9	0	38	64	63	0	0	0	0	205
Background Conditions	0	281	11	27	0	293	287	203	0	0	0	0	1102
check	0	281	11	27	0	293	287	203	0	0	0	0	
Proposed Project Trips													
Day Center Center	0	0	3	3	0	13	13	0	0	0	0	0	32
Project Conditions	0	281	14	30	0	306	300	203	0	0	0	0	1134
check	0	281	14	30	0	306	300	203	0	0	0	0	

City of Milpitas
Child Care Center

Intersection Number: 3
 Traffic Node Number: 403
 Intersection Name: Main Street & Cedar Way
 Peak Hour: AM
 Count Date: 09/06/07
 Scenario: Day Care Center
 Date of Analysis: 09/06/08

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	106	453	3	0	0	0	2	251	88	232	0	122	1257
Approved Project Trips	11	21	0	53	0	50	10	33	0	0	0	0	178
Background Conditions	117	474	3	53	0	50	12	284	88	232	0	122	1435
check	117	474	3	53	0	50	12	284	88	232	0	122	
Proposed Project Trips													
Day Center Center	2	11	0	0	0	0	0	11	0	0	0	2	26
Project Conditions	119	485	3	53	0	50	12	295	88	232	0	124	1461
check	119	485	3	53	0	50	12	295	88	232	0	124	

Intersection Number: 4
 Traffic Node Number: 404
 Intersection Name: Main Street & Montague Expressway
 Peak Hour: AM
 Count Date: 09/06/07
 Scenario: Day Care Center
 Date of Analysis: 09/06/08

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	402	149	113	89	2839	133	85	205	537	227	902	202	5853
Approved Project Trips	85	53	81	10	0	6	0	22	0	7	2	14	280
Background Conditions	487	202	194	99	2839	139	85	227	537	234	904	216	6163
check	487	202	194	99	2839	139	85	227	537	234	904	216	
Proposed Project Trips													
Day Center Center	4	4	4	4	0	0	0	4	0	0	0	4	24
Project Conditions	491	206	198	103	2839	139	85	231	537	234	904	220	6187
check	491	206	198	103	2839	139	85	231	537	234	904	220	

City of Milpitas
Child Care Center

Intersection Number: 401
 Traffic Node Number: 401
 Intersection Name: Main Street & Great Mall Parkway
 Peak Hour: PM
 Count Date: 10/18/07
 Scenario: Day Care Center
 Date of Analysis: 09/06/08

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	148	142	276	301	548	89	50	197	3	3	1608	282	3647
Approved Project Trips	8	37	0	0	275	11	5	12	4	13	461	8	834
Background Conditions	156	179	276	301	823	100	55	209	7	16	2069	290	4481
check	156	179	276	301	823	100	55	209	7	16	2069	290	
Proposed Project Trips													
Day Center Center	0	4	0	0	0	9	9	3	7	8	0	0	40
Project Conditions	156	183	276	301	823	109	64	212	14	24	2069	290	4521
check	156	183	276	301	823	109	64	212	14	24	2069	290	

Intersection Number: 402
 Traffic Node Number: 402
 Intersection Name: Abel Street & Main Street
 Peak Hour: PM
 Count Date: 09/11/07
 Scenario: Day Care Center
 Date of Analysis: 09/06/08

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	428	9	20	0	176	250	314	0	0	0	0	1197
Approved Project Trips	0	42	14	0	0	39	50	19	0	0	0	0	164
Background Conditions	0	470	23	20	0	215	300	333	0	0	0	0	1361
check	0	470	23	20	0	215	300	333	0	0	0	0	
Proposed Project Trips													
Day Center Center	0	0	3	3	0	12	12	0	0	0	0	0	30
Project Conditions	0	470	26	23	0	227	312	333	0	0	0	0	1391
check	0	470	26	23	0	227	312	333	0	0	0	0	

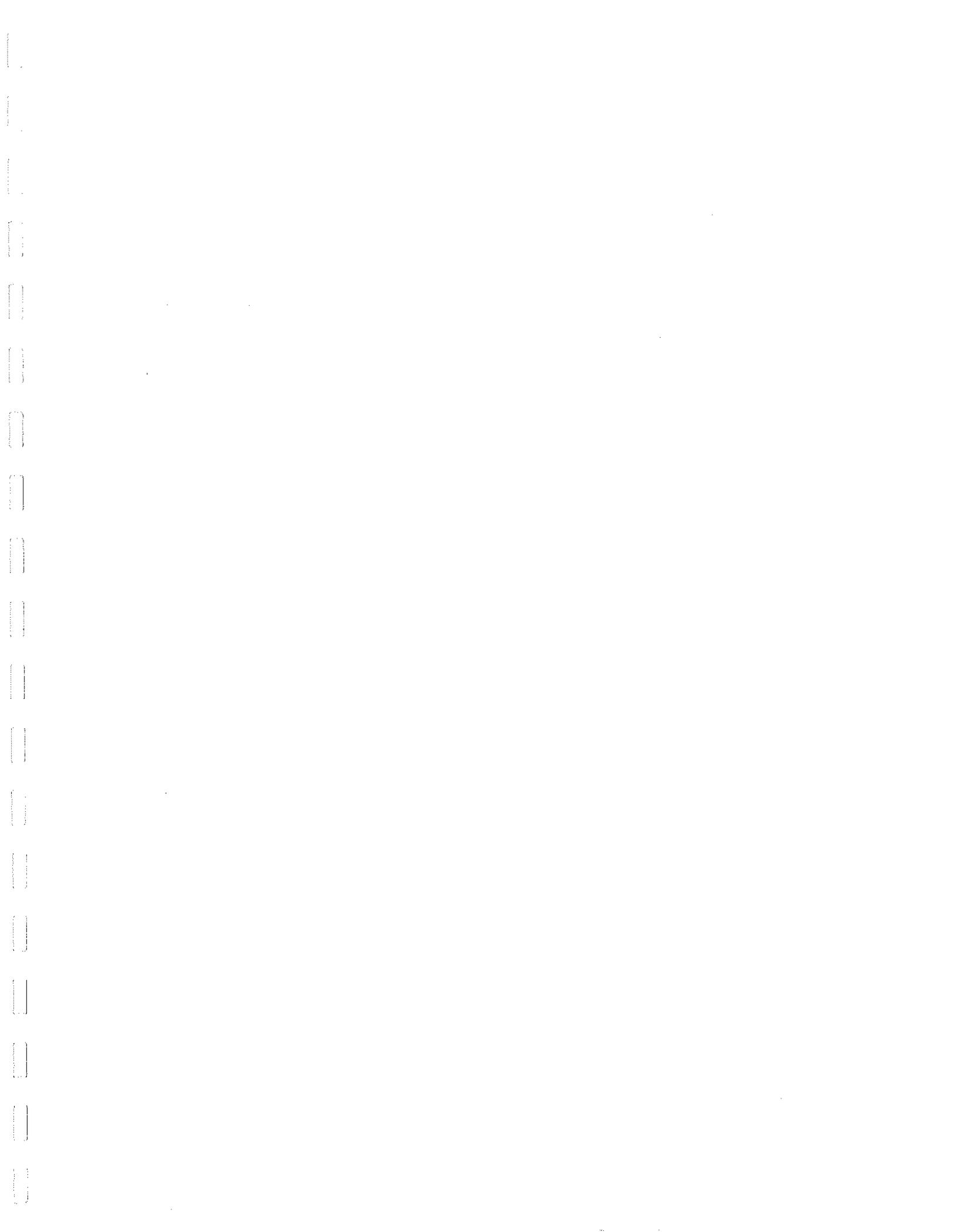
City of Milpitas
Child Care Center

Intersection Number: 3
 Traffic Node Number: 403
 Intersection Name: Main Street & Cedar Way
 Peak Hour: PM
 Count Date: 09/06/07
 Scenario: Day Care Center
 Date of Analysis: 09/06/08

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	78	581	2	0	0	0	0	530	203	101	0	67	1562
Approved Project Trips	0	12	53	15	0	15	50	13	0	0	0	0	158
Background Conditions	78	593	55	15	0	15	50	543	203	101	0	67	1720
check	78	593	55	15	0	15	50	543	203	101	0	67	
Proposed Project Trips													
Day Center Center	2	10	0	0	0	0	0	11	0	0	0	2	25
Project Conditions	80	603	55	15	0	15	50	554	203	101	0	69	1745
check	80	603	55	15	0	15	50	554	203	101	0	69	

Intersection Number: 4
 Traffic Node Number: 404
 Intersection Name: Main Street & Montague Expressway
 Peak Hour: PM
 Count Date: 09/06/07
 Scenario: Day Care Center
 Date of Analysis: 09/06/08

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	191	203	240	54	1316	148	61	184	243	222	2980	333	6175
Approved Project Trips	33	33	30	86	0	0	0	56	3	16	8	100	365
Background Conditions	224	236	270	140	1316	148	61	240	246	238	2988	433	6540
check	224	236	270	140	1316	148	61	240	246	238	2988	433	
Proposed Project Trips													
Day Center Center	3	3	3	4	0	0	0	4	0	0	0	4	21
Project Conditions	227	239	273	144	1316	148	61	244	246	238	2988	437	6561
check	227	239	273	144	1316	148	61	244	246	238	2988	437	



1. Project title: Milpitas Child Care Center
2. Lead Agency Name and Address: City of Milpitas 455 E. Calaveras Blvd. Milpitas, CA 95035
3. Contact person and phone number: Cindy Hom, 408/586-3284
4. Project location: 1312 S. Main Street, Milpitas, CA 95035 (APN 086-23-006)
5. Project sponsor's name and address:
Sal Caruso, SCDC Architecture Interior Design, 980 El Camino Real #200, Santa Clara, CA 95050

6. General plan designation: Multi-Family Residential, Very High Density (VHD) 7. Zoning: Multi-Family, Very High Density Residential with Transit Oriented Development Overlay and Site and Architectural Overlay (R4-TOD-S)
7. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)
A request to demolish an existing 1,490 square foot veterinary office and 1,210 square foot caretaker's residence, existing site improvements, and the removal of seven non-protected trees to accommodate the construction and operations of a new 5,002 square child care center and installation of related site improvement that include new landscaping, light standards, and public sidewalk improvements. The proposed facility will accommodate 96 children and operate during the hours of 6:30 AM to 6:30 PM.
8. Surrounding land uses and setting: Briefly describe the project's surroundings:
The project is located on a 0.37-acre site that is bounded by Southern Pacific Railroad to the east, an equipment/tool rental company to the north, S. Main Street and High Density Residential buildings to the west, and commercial buildings the south. The site currently consists of a veterinary clinic and caretaker's residence and existing site improvements that include 10 non-protected trees that are between twelve (12) to thirty-six (36) inches in diameter. The site is relatively flat and is located on the valley floor. The project site is located within the Transit Specific Plan area. The surrounding properties are zoned and designated for Very High Density Multi-Family Residential development (R4), High Density Multi-Family Residential (R3) and High Density Mixed Uses (MXD2). Based on the Milpitas Zoning Map, properties located on west, north, and south of the project site are zoned for Very High Density Multi-Family Residential development. The properties located to the east of the site are zoned and designated as High Density Mixed Use and High Density Residential.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

N/A

WOULD THE PROJECT:	IMPACT					Source
	Cumulative	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	
I. AESTHETICS:						
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11 18,19
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11 18,19
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11 18,19
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,18,19
II. AGRICULTURE 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. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11 13
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11 13
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11 13

III. AIR QUALITY: (Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations). Would the project:						
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,9 19
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,9 19
c) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,9 19
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,9 19
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,19
IV. BIOLOGICAL RESOURCES: Would the project:						
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,18 19,26

regulations, or by the California Department of Fish & Game or U.S. Fish & 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 & Game or U.S. Fish & Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,18 19,26

c) Have a substantial adverse effect on 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,26
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,19,26
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,19,26
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11,19,26
V. CULTURAL RESOURCES: Would the project:						
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11,15,16
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11,15,16,18
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11,15,16,18

feature?						
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,11,15,16,18
VI. GEOLOGY AND SOILS: Would the project:						
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,8,11
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11
VII. HAZARDS AND HAZARDOUS MATERIALS:						
a) Create a significant hazard to						1,2,19

the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	,26
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,19 ,26
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,19 ,26
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,19 ,26
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11 ,26
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11 ,26
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11 ,26
h) Expose people or structures to a						1,2,11

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
VIII. HYDROLOGY AND WATER QUALITY:						
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,19,21
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,19,21
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or situation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,19,
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,19,

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff as it relates to C3 regulations for development?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,19 ,
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,19 ,
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,19 ,20
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,19 ,20
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,19 ,20
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,19
IX. LAND USE AND PLANNING:						
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11 ,13

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11,13
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11
X. MINERAL RESOURCES:						
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11
XI. NOISE:						
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11,19,27
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11,19,27
c) Result in a substantial						1,2,11

<p>permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>,19,27</p>
<p>d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>1,2,11,19,27</p>

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11,18
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11,18
XII. POPULATION AND HOUSING:						
a) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11
XIII. PUBLIC SERVICES:						
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 government facilities, the construction of which could	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11,13,21,29

<p>cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p> <p>Fire protection?</p> <p>Police protection?</p> <p>Schools?</p> <p>Parks?</p> <p>Other public facilities?</p>						
XIV. RECREATION:						
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11,29
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11,29
XV. TRANSPORTATION/TRAFFIC: Would the project:						
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11,28

(i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?						
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11,28
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11,18
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11,28
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11,28
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11,28
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11,29
XVI. UTILITIES AND SERVICE SYSTEMS: Would the project:						
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,19,30
b) Require or result in the						1,2,19

construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	,30
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,19,30
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,19,30
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,19,30
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11
XVII. MANDATORY FINDINGS OF SIGNIFICANCE:						
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,11,13,18,19

<p>self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or pre-history?</p>						
<p>b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>1,2, 28, 29</p>
<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>1,2,9, 11,18 19,27 28, 29</p>

ENVIRONMENTAL IMPACT ASSESSMENT
SOURCE KEY

1. Environmental Information Form submitted by applicant
2. Project plans
3. Site Specific Geologic Report submitted by applicant
4. Traffic Impact Analysis submitted by applicant
5. Acoustical Report submitted by applicant
6. Archaeological Reconnaissance Report submitted by applicant
7. Other EIA or EIR (appropriate excerpts attached)
8. Alquist-Priolo Special Studies Zones Maps
9. BAAQMD Guidelines for Assessing Impacts of Projects and Plans
10. Santa Clara Valley Water District
11. Milpitas General Plan Map and Text
12. Milpitas Midtown Specific Plan Map and Text
13. Zoning Ordinance and Map
14. Aerial Photos
15. Register of Cultural Resources in Milpitas
16. Inventory of Potential Cultural Resources in Milpitas
17. Field Inspection
18. Planner's Knowledge of Area
19. Experience with other project of this size and nature
20. Flood Insurance Rate Map, September 1998
21. December 2002 Water Master Plan
22. March 2003 Sewer Master Plan
23. July 2001 Storm Master Plan
24. Bikeway Master Plan
25. Trails Master Plan
26. Other: Environmental Site Assessment
27. Other: Noise and Ground-borne Vibration Assessment
28. Other: Focus Traffic Analysis
29. Other: Transit EIR

Milpitas Child Care Center
ENVIRONMENTAL IMPACT ASSESSMENT (EA09-0002)
INITIAL STUDY

ENVIRONMENTAL CHECKLIST RESPONSES AND ANALYSIS

The following discussion includes explanations of answers to the above questions regarding potential environmental impacts, as indicated on the preceding checklist. Each subsection is annotated with the number corresponding to the checklist form.

EXISTING SETTING: The project is located on a 0.37-acre site that is bounded by Southern Pacific Railroad to the east, an equipment/tool rental company to the north, S. Main Street and High Density Residential buildings to the west, and commercial buildings the south. The site currently consists of a veterinary clinic and caretaker's residence and existing site improvements that include 10 non-protected trees that are between twelve (12) to thirty-six (36) inches in diameter. The site is relatively flat and is located on the valley floor. The project site is located within the Transit Specific Plan area. The surrounding properties are zoned and designated for Very High Density Multi-Family Residential development (R4), High Density Multi-Family Residential (R3) and High Density Mixed Uses (MXD2). Based on the Milpitas Zoning Map, properties located on west, north, and south of the project site are zoned for Very High Density Multi-Family Residential development. The properties located to the east of the site are zoned and designated as High Density Mixed Use and High Density Residential.

PROJECT DESCRIPTION: The project request is for a Site Development Permit and Conditional Use Permit that allows for the demolition of an existing 1,490 square foot veterinary office and 1,210 square foot care taker's residence, existing site improvements, and the removal of seven non-protected trees to accommodate the construction and operations of a new 5,002 square child care center and installation of related site improvement that include parking and landscaping.

Attachment to: SD08-0004, UP08-0023, Milpitas Child Care Center

Project Number: EA09-0002

Discussion of Checklist/Legend

PS: Potentially Significant Impact
LS/M: Less Than Significant with Mitigation Incorporation
LS: Less Than Significant Impact
NI: No Impact

I. AESTHETICS

a, b, c, d) Have a substantial adverse effect on a scenic vista, highway, degrade existing visual character of the site or create a new source of substantial light? NI

Discussion: The project site is not located near designate scenic resource and will not degrade the visual character or create a new light source given the proposed child care facility will be constructed with high quality materials and good architectural design..

II. AGRICULTURE

a, b, and c) Convert Prime Farmland to non-agricultural uses; conflict with existing zoning for agricultural uses or a Williamson Act contract; or involve other changes that could result in the conversion of farmland? NI

Discussion: The project site is not currently used for agricultural purposes and is not designated as farmland of any type.

III. AIR QUALITY

a, b, c, d, and e) Conflict or obstruct implementation of the applicable air quality plan, violate any air quality standards, result in a cumulatively considerable net increase of any criteria pollutants, expose sensitive receptors to substantial air pollutant concentrations, or create objectionable odors? NI

Discussion: The proposed project entails the demolition and construction of a new 5,002 square foot child care facility. Air quality impacts from new development in the Transit Area Plan have been evaluated in the Transit Area Program EIR. As conditioned, the project shall adhere to EIR mitigation measures.

IV. BIOLOGICAL RESOURCES

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 & Game or U.S. Fish & Wildlife Service? NI.

Discussion: The project is a redevelopment of an existing site and will not affect special status habitat or species.

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 & Game or U.S. Fish & Wildlife Service? NI.

Discussion: The project is located near or would affect any riparian habitat or other sensitive natural community.

c) Have a substantial adverse effect on 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? NI.

Discussion: The project is within an urbanize area that does not affect any wetlands.

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? L/S.

Discussion: Demolition and grading activities that entail removal of seven non-protected trees could disturb nesting habitat for raptors. Biological impacts from new development in the Transit Area Plan have been evaluated in the Transit Area Program EIR. As conditioned, the project shall adhere to EIR mitigation measures.

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

Discussion: The project does not propose any removal of protected trees and therefore is consistent with the city's tree preservation 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? NI.

Discussion: The project is redevelopment of an existing commercial site that is located within an urban area and will not conflict with an approved local, regional, or state habitat conservation plan.

V. CULTURAL RESOURCES

a, b, c, and d) Cause a substantial adverse change in the significance of a historical or archaeological resource; destroy a unique paleontological resource or geological feature; or disturb human remains? NI

Discussion: The project site is within an existing urbanized area. There are no significant historical resources or archaeological resources have been identified on the site. Demolition and construction activities may uncover archaeological ratifications. Cultural impacts from new development in the Transit Area Plan have been evaluated in the Transit Area Program EIR. As conditioned, the project shall adhere to EIR mitigation measures.

VI. GEOLOGY AND SOILS

- 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. NI
 - ii) Strong seismic ground shaking? NI
 - iii) Seismic-related ground failure, including liquefaction? NI
 - iv) Landslides? NI

Discussion: According to the Transit Plan Program EIR, the subject site is located in the seismically active San Francisco Bay region but outside of the Alquist-Priolo Earthquake Fault zone. Potential geological impacts from new development in the Transit Area Plan have been evaluated in the Transit Area Program EIR. As conditioned, the project shall adhere to EIR mitigation measures.

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

Discussion: The project proposes construction of new child care facility that will be fully improved with structures and landscaping and will not result in soil erosion or loss of topsoil.

- b) 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? NI.

Discussion: The project shall be developed with adherence to the city's building code standards.

- c) 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? NI.

Discussion: The project is not located on expansive soil.

- d) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? NI.

Discussion: The project site is an existing developed industrial site and is already connect to city services for wastewater and sewer.

VII. HAZARDS AND HAZARDOUS MATERIALS

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

Discussion: The project does not involve the use or handling of hazardous materials.

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? LS/M.

Discussion: Based on the environmental site assessment, there are no known threats to the environmental status of the site.

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? NI.

Discussion: The project will not involve the use or handling of hazardous materials.

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? NI.

Discussion: The project is not listed site with the Department of Toxic Substance Control (DTSC).

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

Discussion: The project site is not located within an airport land use plan or within two miles of a public airport or public use airport.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project site? NI.

Discussion: The project is not within an airport land use plan or within 2 miles of a public airport or private airstrip.

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

Discussion: The project site is within an urbanized area that will not physically interfere with an adopted emergency response plan and evacuation plan. No modification will be made to the public roads.

h) 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? NI.

Discussion: The project site is an existing development within an urbanized area and would not be impacted from wildfires.

VIII. HYDROLOGY AND WATER QUALITY

a) Would the project violate any water quality standards or waste discharge requirements? NI.

Discussion: The project will not violate any water quality standard in that it is an existing developed site that will increase storm water runoff beyond current conditions.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? NI.

Discussion: The project proposal will decrease the amount of existing impervious surfaces with the addition of new landscape areas and use of pervious material.

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, in a manner which would result in substantial erosion or siltation on- or off-site? NI.

Discussion: The project site is an existing development that is not near a stream or river.

d) 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? NI.

Discussion: The project site is an existing development that is not near a stream or river.

e) Would the project 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? L/S.

Discussion: With implementation of the Transit Plan Program EIR mitigation measure for stormwater impact and project compliance with C3 Stormwater Pollution Prevention measure, there will be a less than significant effect.

f) Would the project otherwise substantially degrade water quality? NI.

Discussion: The project entails the demolition of construction of a new child care facility and will not impact water quality..

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? The project site contains areas that lie within Zone A which is subject to a 100 year flood hazard and Zone X which is subject to a 500 year flood hazard. NI.

Discussion: The project proposal does not include new housing.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows? NI.

Discussion: The project site is located within the 100 year flood zone. Considering this is an existing developed site, the impacts were previously reviewed and mitigated with the Transit Plan Program EIR.

g) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? NI.

Discussion: Project impacts were previously reviewed and mitigated with the Transit Plan Program EIR.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow? NI.

Discussion: The project site is unlikely to be impacted by inundation by seiche, tsunami or mudflow because it is located significantly away from Sandy Wool Dam and San Francisco Bay.

IX. LAND USE AND PLANNING

a) Would the project physically divide an established community? NI.

Discussion: The project proposes a child care facility in an urbanized area and therefore will not divide an established community.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? NI.

Discussion: The project is not in conflict with the city's Zoning or General Plan land use policies and regulations. Child care facilities are permitted with a conditional use permit in the Multi-family, very high density zoning district.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan? NI.

Discussion: The project does not fall within a habitat conservation plan or natural community conservation plan area.

X. MINERAL RESOURCES

a) Would the project 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? NI.

Discussion: The project site is outside of the four areas that are identified by the State Geologist as containing regionally significant construction aggregate resources.

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? NI.

Discussion: The project site is outside of the four areas that are identified by the State Geologist as containing regionally significant construction aggregate resources.

XI. NOISE

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? NI.

Discussion: Based on the Noise and Vibration Environmental Assessment, the project complies with the General Plan and Federal standards for noise levels. The operation of the child care facility shall be attenuated within the building and therefore will not generate noise impacts.

b) Would the project result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels? NI.

Discussion: Based on the Noise and Vibration Environmental Assessment, the project complies with the General Plan and Federal standards for vibrations and ground borne noise levels.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? NI .

Discussion: Based on the Noise and Vibration Environmental Assessment, the project will not result in a substantial permanent increase in ambient noise because it is a child care center that will be operated between the hours of 6:30AM to 6:30PM.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? NI.

Discussion: Construction activities may result in a temporary increase in ambient noise level. Noise Impact for new construction in the Transit Area Plan has been analyzed in the Transit Plan Program EIR. As conditioned, the project shall adhere to EIR mitigation measures.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project site to excessive noise levels? NI.

Discussion: This project site is not within an airport land use plan or within two miles of a public airport or public use airport.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project site to excessive noise levels? NI.

Discussion: This project site is not within the vicinity of a private airstrip.

XII. POPULATION AND HOUSING

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)? NI.

Discussion. The project site is within an urban area that will not require new roads or infrastructure. The operation of the child care center will not likely induce population growth in the area.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? NI.

Discussion: The project site is within an urban area and will not necessitate construction of replacement housing given the area is already designated for residential development.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? NI.

Discussion: The existing use is a veterinary clinic with a caretaker's residence and will not displace substantial number of people that would necessitate construction of replacement housing.

XIII. PUBLIC SERVICES

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. NI.

Discussion: The project site is served by the following service providers:

Fire Protection – Fire protection is provided by the City of Milpitas Fire Department which provides structural fire suppression, rescue, hazardous materials control and public education services.

Police Protection – Police protection is provided by the City of Milpitas Police Department.

Schools – Educational facilities are provided by the Milpitas Unified School District that operates kindergarten through high school services within the community. Schools that would serve the project include Milpitas High School (grades 9-12), middle schools (grades 6-8) and elementary schools (grades K-5).

Maintenance – The City of Milpitas provides public facility maintenance, including roads, parks, street trees and other public facilities. Milpitas' Civic Center is located at 455 E. Calaveras Boulevard.

Other governmental services – Other governmental services are provided by the City of Milpitas including community development and building services and related governmental services. Library service is provided by the Santa Clara County Library.

XIV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? NI.

Discussion: The project will not increase the use of existing park facility or require construction or expansion of recreation facilities because the proposed child care center that includes an outdoor play area.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? NI.

Discussion: The project includes an outdoor play that will not adversely effect the physical environment given the size of the facility and the type of use..

XV. TRANSPORTATION/TRAFFIC

Would the project:

a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? NI.

Discussion: The project will not substantially increase the existing traffic on the street system based on the Focused Traffic Analysis prepared for this project.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? NI.

Discussion: The project will result not result in a change in the Level of Service (LOS) based on the Focused Traffic Analysis.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? NI.

Discussion: The project will not result in changes in air traffic pattern because the building is single story.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections). NI.

Discussion: The project does not propose any modification to the existing street system that creates hazards due to sharp curves or dangerous intersections.

e) Result in inadequate emergency access? NI.

Discussion: The project does not propose any modification to the existing street system that would impede emergency access.

f) Result in inadequate parking capacity? NI.

Discussion: Parking for project complies with parking ordinance requirements.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? NI.

Discussion: The project will not conflict with an adopted policy, plan, or programs for alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS

Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? NI
- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? NI
- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? NI
- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? NI
- e) Result in a determination by the wastewater treatment provider that 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? NI
- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? NI
- g) Comply with federal, state, and local statutes and regulations related to solid waste? NI.

Discussion. The project site is and existing development and is currently served by the following service providers:

- *Electrical and natural gas power: Pacific Gas and Electric Company*
- *Communications: AT&T and Southern Bell Corporation*
- *Water supply: Provided by the City of Milpitas with the wholesale providers being either the San Francisco Water Department or the Santa Clara Valley Water District*
- *Recycled water: South Bay Water Recycling Program*
- *Sewage treatment: Provided by the City of Milpitas and treated at the San Jose/Santa Clara Water Pollution Plant in San Jose.*
- *Storm drainage: City of Milpitas*
- *Solid waste disposal: Disposal is at the Newby Island Landfill, operated by BFI*
- *Cable Television: Comcast*

The project shall adhere to all local, state and federal regulations.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? NI.

Discussion. The project with an urbanized area and will not have the potential to degrade the environment, reduce wildlife habitat, threaten endangered plant or animal species, or impact historical or cultural resources. Impacts to wildlife habitat, endangered species and historical and cultural resources from new development in the Transit Area Plan have been previous analyzed. As conditioned, the project shall adhere to the Transit Plan Program EIR mitigation measures.

- b) Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? NI.

Discussion. The project will not have incremental effects considering the subject site is located within urbanized area.

- c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? NI.

Discussion. The project will not generate any new environment effects that were not analyzed in the Transit Plan Program EIR. As proposed, the project impacts are within the scope of the Transit EIR.