

**EXHIBIT C**

**Mitigation Monitoring and Reporting Program**

**MITIGATION MONITORING CHECKLIST-- McCARTHY RANCH MIXED USE PROJECT**

The environmental mitigation measures listed in column two below have been incorporated into the conditions of approval for the McCarthy Ranch Mixed Use Project in order to mitigate identified environmental impacts. A completed and signed chart will indicate that each mitigation requirement has been complied with, and that City and state monitoring requirements have been fulfilled with respect to Public Resources Code section 21081.6.

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
<i>AIR QUALITY AND CLIMATE CHANGE</i>						
<p><b>Impact 5-1: Project Demolition and Construction Period Emissions.</b> The current project application is limited to a request for a General Plan Amendment to change the General Plan Land Use Map designation of site C from <i>Industrial Park and Manufacturing</i> to <i>General Commercial</i>, and a corresponding rezoning to change the Zoning Ordinance designation of site C from <i>Industrial Park (MP)</i> to <i>General Commercial (C2)</i>. Project implementation will also require subsequent City approval of more detailed project entitlements (e.g., Site Development Permit, site, architectural and landscape plans; subdivision maps; parcel map; demolition permit to clear existing agricultural structures on site A; grading permits; building permits; sewer hook-ups; etc.). Ultimately, these subsequent project approvals will lead to construction activities, including building demolition, excavation and grading operations, associated construction vehicle traffic, and wind blowing over resultant exposed earth. These project activities would generate a combination of exhaust emissions and fugitive particulate matter emissions that would temporarily and intermittently affect local air quality. These possible effects represent a <b>potentially significant impact</b>.</p>	<p>Mitigation 5-1. Dust emissions from project demolition and construction activities can be greatly reduced by implementing fugitive dust control measures. The significance of construction impacts is, according to the BAAQMD Guidelines, determined by whether or not appropriate dust control measures are implemented. Implementation of the following conventional BAAQMD-recommended dust control measures would therefore be expected to reduce this impact to a <b>less-than-significant level</b>:</p> <p><u>(1) Demolition Period.</u> Require implementation of the following dust control measures by contractors during demolition of existing structures:</p> <ul style="list-style-type: none"> <li>(a) Watering shall be used to control dust generation during demolition of structures and break-up of pavement;</li> <li>(b) All trucks hauling demolition debris from the site shall be covered; and</li> <li>(c) Whenever possible, dust-proof chutes shall be used for loading debris onto trucks.</li> </ul> <p><u>(2) All Construction Phases.</u> Require implementation of the following dust control measures by construction contractors during all construction phases:</p>	<p>Applicant (Incorp. these requirements in project grading specifications).</p>	<p>City (through Grading Permit review and grading inspection).</p>	<p>Confirm related grading specifications prior to approval of Grading Permit; verify implementation through grading inspection.</p>		

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	<p>(a) Water all active construction areas at least twice daily and more often during windy periods. Active construction areas adjacent to existing land uses must be kept damp at all times, or must be treated with non-toxic stabilizers or dust palliatives;</p> <p>(b) Water or cover all stockpiles of debris, soil, sand, or other materials that can be blown by the wind;</p> <p>(c) Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard;</p> <p>(d) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites;</p> <p>(e) Sweep daily (preferably with water sweepers) all paved access roads, parking areas, and staging areas at construction sites;</p> <p>(f) Sweep streets daily (preferably with water sweepers) if visible soil material is carried onto adjacent public streets;</p> <p>(g) Hydroseed or apply non-toxic soil stabilizers to inactive construction areas;</p> <p>(h) Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.);</p> <p>(i) Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and</p>					

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	(j) Replant vegetation in disturbed areas as quickly as possible.					
<p><b>Impact 5-2: Project Long-Term Regional Air Emissions Impact.</b> Predicted regional emissions of reactive organic gases (ROG), nitrogen oxides (NO<sub>x</sub>) and particulate matter (PM<sub>10</sub>) generated by project vehicular trips exceed BAAQMD significance thresholds; therefore, the project would have a <i>significant impact</i> on long-term regional air quality.</p>	<p><b>Mitigation 5-2.</b> In addition to the roadway improvement and transportation demand management (TDM) mitigations identified in chapter 14 (Transportation and Circulation) of this EIR, require the project to provide the following:</p> <ul style="list-style-type: none"> <li>▪ transit facilities (e.g., bus bulbs/turnouts, benches, shelters, etc.);</li> <li>▪ project-provided or fair-share participation in adequate shuttle service to regional transit stations system (i.e., the three or four closest VTA light rail line stations) and to other major local destinations; and</li> <li>▪ onsite bicycle use incentives, including secure bike storage facilities.</li> </ul> <p>The above mitigation measures, in combination with the roadway improvement and traffic congestion reduction mitigations identified in chapter 14 (Transportation and Circulation) of this EIR, would serve to reduce project-related traffic congestion and associated air emissions impacts, but the level of reduction would fall short of the emissions reduction needed to reduce the project's cumulative air emissions impact contribution to a less-than-significant level. The project contribution to a cumulative regional emissions impact would therefore remain <i>significant and unavoidable</i>.</p>	<p>Applicant (incorporate with appropriate future application(s), such as site development plans, tentative maps, etc.)</p>	<p>City (verify prior to making future, more detailed discretionary approvals).</p>	<p>Confirm prior to associated future discretionary approvals.</p>		
<p><b>Impact 5-3: Project Climate Change Impact.</b> The project would represent urban infill growth near established transit, pedestrian and bicycle systems. Nevertheless, assuming "business as usual" greenhouse gas emission characteristics, the project would increase carbon dioxide and other greenhouse gas (GHG) emissions relative to existing conditions by facilitating office and general commercial building construction, and by increasing employment, shopping and support activity in the area and</p>	<p><b>Mitigation 5-3.</b> Incorporate the following or similar GHG reduction measures in project design and construction phases:</p> <ul style="list-style-type: none"> <li>▪ adoption of a project design objective to achieve Leadership in Energy and Environmental Design (LEED) New Construction "Silver" Certification or better, in addition to required compliance with California Code of Regulations Title 24 Energy Efficient Standards;</li> </ul>	<p>Same as Mitigation 5-2.</p>	<p>Same as Mitigation 5-2.</p>	<p>Same as Mitigation 5-2.</p>		

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<p>related vehicle miles traveled associated with the movement of people and goods to and from the project sites. GHG emissions from the project would include long-term emissions associated with the added project vehicle trips and electricity use and natural gas combustion to operate the added office and commercial buildings, and short-term emissions associated with project construction materials production and construction activity. These substantial added GHG emissions effects could conflict with the State-adopted goal of reducing state GHG emissions to 1990 levels by 2020, and therefore represent a <b>potentially significant project and cumulative impact</b>.</p>	<ul style="list-style-type: none"> <li>▪ emphasis on use of recycled and local origin construction materials;</li> <li>▪ construction and demolition waste recycling,</li> <li>▪ measures to encourage walking, bicycling and the use of public transit systems,</li> <li>▪ planting of trees and vegetation near structures to shade buildings and reduce energy requirements for heating and cooling,</li> <li>▪ use of energy-efficient light bulbs and other electrical equipment,</li> <li>▪ incorporation of onsite renewable energy production (e.g., photovoltaic cells or other solar options),</li> <li>▪ promotion of commute trip reduction plans (for high employment tenants), and</li> <li>▪ tenant incentives to increase recycling and reduce generation of solid waste.</li> </ul> <p>Project implementation of these and/or similar mitigation measures would assist in reducing identified project-related GHG emissions impacts. Nevertheless, the percentage of GHG reduction associated with these measures is not reasonably quantifiable and cannot be assumed to fully mitigate project GHG emissions impacts; therefore, the project would result in a <b>significant unavoidable project and cumulative climate change (GHG emissions) impact</b>.</p>					
<b>BIOLOGICAL RESOURCES</b>						
<p><b>Impact 6-1: Potential Project Impacts on Burrowing Owl.</b> The project would provide for development of lands that include potentially suitable habitat for the Burrowing</p>	<p><b>Mitigation 6-1.</b> The CDFG defines the migratory bird breeding season as February 1 through August 31. If it is not possible to schedule project demolition and</p>	<p>Applicant (provide the City with written verification that the CDFG has approved</p>	<p>City (as a condition of Grading or Demolition Permit issuance).</p>	<p>Confirm prior to issuance of Demolition or Grading Permit, for each of the three</p>		

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<p>Owl. No Burrowing Owls have been detected on any of the three project sites during four previous reconnaissance surveys of the McCarthy Ranch Master Plan area. Based on the results of two of these previous surveys, the City-certified 1996 McCarthy Ranch General Plan Amendment EIR and City-certified 1999 McCarthy Ranch General Plan Amendment SEIR, which both addressed proposed development of the approximately 203-acre McCarthy Ranch Master Plan area (including the three project sites), concluded that Burrowing Owls do not occupy the area. However, because the project site may occasionally include rodent burrows (gopher and squirrel burrows have been previously found), some individuals of Burrowing Owl populations in the region are migratory, and Burrowing Owls have been known to occupy disked land, the owl could occupy one or more of the three sites now or in the future. The Burrowing Owl is a federal "species of concern" and a state "species of special concern," and is protected under the federal Migratory Bird Treaty Act and state Fish and Game Code (CDFG Code Sections 3503, 3503.5 and 3800). Possible impacts of the project on the Burrowing Owl include loss of foraging and nesting habitat and possible death of nesting and young birds, representing a "take" under the federal Migratory Bird Treaty Act and a <i>potentially significant impact</i>.</p>	<p>construction activities between September 1 and January 31, <i>pre-construction surveys of the project site for nesting birds</i> shall be completed by a qualified biologist or ornithologist, following current CDFG survey protocol, to ensure that no Burrowing Owl nests will be disturbed during project implementation. The pre-construction surveys shall be completed no more than 14 days prior to the initiation of demolition or construction during the early part of the breeding season (February through April) and no more than 30 days prior to initiation of these activities during the late part of the breeding season (May through August) to assure "take" avoidance. During this survey, the biologist or ornithologist shall also observe burrows and other possible Burrowing Owl nesting habitats immediately adjacent to the construction areas for nests. The pre-construction survey report must be submitted to CDFG for review and approval. Verification that the CDFG has determined that the pre-construction surveys are adequate must be provided to the City.</p> <p>If an active nest is found sufficiently close to the activity areas to be disturbed by the activity, the biologist or ornithologist, in consultation with the CDFG, shall implement the following additional or similar protection measures, subject to CDFG approvals:</p> <ul style="list-style-type: none"> <li>▪ No Burrowing Owls shall be evicted from burrows during the nesting season (February 1 through August 31). Eviction outside the nesting season may be permitted as a means to avoid take, pending evaluation of eviction plans and receipt of formal written approval from the CDFG authorizing the eviction.</li> <li>▪ A protected area 250 feet in radius, within which no activity will be permissible, will be maintained</li> </ul>	<p>this or a similar mitigation).</p>		<p>project sites.</p>		

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	<p>between project activities and nesting burrowing owls or individual resident owls. This protected area will remain in effect between February 1 and August 31, or at the CDFG discretion and based upon monitoring evidence, until any young owls are foraging independently. In the non-nesting season, a protected area 165 feet in radius, within which no new construction activity will be permissible, will be maintained between project activities and burrows occupied by Burrowing Owls. Any development within these protected areas would be approved beforehand by the CDFG.</p> <p>Written verification that the CDFG has approved the above or a similar mitigation approach shall be submitted to the City before a demolition or grading permit will be issued.</p> <p>Implementation of this measure will reduce this impact to a <i>less-than-significant level</i>.</p>					
<p><b>Impact 6-2: Potential Project Impacts on Nesting Raptors.</b> The project would provide for development activity (building demolition, site grading and building construction) adjacent to the Coyote Creek riparian corridor. The riparian corridor may be utilized by nesting or foraging raptors protected under the provisions of the federal Migratory Bird Treaty Act and CDFG Code sections 3503, 3503.5 and 3800. The proposed project would not directly impact the riparian corridor. To implement creek corridor mitigation recommendations identified in the 1996 McCarthy Ranch General Plan Amendment EIR, the applicant sold a 6-acre strip of land between the proposed project sites and the Creek Corridor to the City of San Jose for use in creating the existing Coyote Creek open space buffer. Nevertheless, project demolition or construction activity near riparian corridor</p>	<p><b>Mitigation 6-2.</b> Implement Mitigation 6-1. During the Mitigation 6-1 survey, the biologist or ornithologist shall also observe all trees and other possible nesting habitats immediately adjacent to the construction areas for raptor nests. If an active raptor nest is observed sufficiently close to the work areas to be disturbed by demolition or construction activities, the biologist or ornithologist, in consultation with the CDFG, shall determine the extent of necessary construction-free buffer zone to be established around the adjacent raptor nest, typically 250 feet, to ensure that raptor nests will not be disturbed during project construction. No construction activity shall be permissible within the buffer zone during the nesting season (February 1 through August 31). As stipulated in the 1999 SEIR, written verification that CDFG has approved this</p>	<p>Applicant (provide the City with written verification that the CDFG has approved this or a similar mitigation).</p>	<p>City (as a condition of Grading or Demolition Permit issuance).</p>	<p>Confirm prior to issuance of Demolition or Grading Permit, for each of the three project sites.</p>		

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raptor nests could result in indirect disturbance, including incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment, which would be considered a "take" under the CDFG code, and therefore represents a <i>potentially significant project impact</i> .	mitigation plan must be submitted to the City before a demolition or grading permit will be issued. Implementation of this measure would reduce this impact to a <i>less-than-significant level</i> .					
<b>Impact 6-3: Loss of Ordinance-Sized Trees.</b> Project site A includes four trees adjacent to the largest packing shed, and all three sites include existing street trees along their North McCarthy Boulevard frontages. One or more of these trees may meet the City of Milpitas Tree Ordinance definition of an "ordinance-size" tree—i.e., 37 inches or greater in circumference at a height of four and one-half feet above ground level. Therefore, implementation of the project could result in the loss of one or more ordinance-sized trees, which would represent a <i>significant impact</i> .	<b>Mitigation 6-3.</b> No ordinance-sized tree shall be removed from any of the three project sites without a City-issued tree removal permit. Pursuant to the City of Milpitas Municipal Code Tree Ordinance, any ordinance-sized tree to be removed from one of the three project sites shall be replaced at a 3:1 ratio within the project site. The City shall approve or determine the species of the replacement trees. Implementation of this measure would reduce this impact to a <i>less-than-significant level</i> .	Applicant (provide City with identification of any ordinance-sized tree to be removed with application for related grading, construction, etc.)	City (as a condition of permit approval).	Confirm prior to issuance of requested permit.		
<b>CULTURAL AND HISTORIC RESOURCES</b>						
<b>Impact 7-1: Project-Related Potential for Disturbance of Archaeological Resources.</b> The proposed project would provide for future development of the three project sites with office and community shopping center uses. Such development activity, including grading/excavation for foundations and infrastructure, could disturb as yet unidentified sensitive, on-site, subsurface archaeological resources. This possibility represents a <i>potentially significant impact</i> .	<b>Mitigation 7-1.</b> Require that a qualified archaeologist be retained at applicant expense to periodically monitor initial project-related on-site building foundation, infrastructure, and other excavation.  In the event that subsurface cultural resources are encountered during approved ground-disturbing activities, work within a 160-foot radius shall be stopped, the Milpitas Director of Planning & Neighborhood Services (Director) shall be notified, and the retained archaeologist shall evaluate the finds and make appropriate recommendations. The archaeologist's recommendations could include some combination of collection, recordation, analysis and/or capping of any materials identified as significant. The archaeologist's findings shall be documented and submitted to the Director. If disturbance of a project area cultural resource cannot be avoided, a mitigation program in compliance with sections	Applicant (Incl. in grading specifications retention of qualified archaeologist prior to grading to periodically monitor initial project-related on-site excavation).	City (as condition of Grading Permit issuance).	Confirm related to grading specifications prior to issuance of Grading Permit; verify implementation through grading inspection.		

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	<p>15064.4 and 15126.4 of the CEQA Guidelines shall be implemented.</p> <p>In the event that any human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped until the Santa Clara County Coroner has been notified and has made a determination as to whether the remains are of Native American origin or whether an investigation into the cause of death is required. If the remains are determined to be Native American, the Coroner or City shall notify the Native American Heritage Commission (NAHC) immediately. Once the NAHC identifies the most like descendants, the descendants shall make recommendations regarding proper burial, which shall be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.</p> <p>Implementation of these measures would reduce this potential impact to a <i>less-than-significant level</i>.</p>					
<b>HAZARDS AND HAZARDOUS MATERIALS</b>						
<p><b>Impact 9-1: Potential for Project-Related Exposure to Onsite Hazardous Soil or Groundwater Contamination.</b> The three project sites remain in active interim agricultural use. The majority of the site area is cultivated and irrigated for row crops. Typically and historically, such row crop management can involve the periodic application of pesticides, fertilizers and herbicides which can result in soil and/or groundwater contamination. In addition, onsite agricultural production activities (packing, transport, etc.) and associated above- and below-ground fuel storage facilities may have resulted in soil and/or groundwater contamination from leaks or spills. As a result, until project compliance with the additional investigation, remediation and closure requirements of the local and state agencies with hazardous materials</p>	<p><b>Mitigation 9-1:</b> Prior to undertaking any building demolition, utility construction or issuance of a grading permit for the project, the project applicant shall demonstrate to City satisfaction compliance with all applicable existing local and state site assessment and remediation requirements for potential soil, groundwater and/or existing physical improvement (buildings, storage tanks, etc.) contamination. These requirements include those of the City of Milpitas, Santa Clara County Department of Environmental Health, Regional Water Quality Control Board (RWQCB), and, if applicable, the California Department of Toxic Substances Control (DTSC). Demonstrated compliance with the established requirements of these local and state agencies would provide adequate assurance that this identified potential for a</p>	<p>Applicant (provide written verification by environmental remediation professional that these established site assessment and any associated remediation requirements have been met).</p>	<p>City (as condition of Demolition, Grading and/or Building Permit issuance, as appropriate).</p>	<p>Confirm (prior to issuance of Demolition, Grading and/or Building Permit issuance, as appropriate).</p>		

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jurisdiction in Milpitas is demonstrated to City satisfaction, it will be assumed that future site preparation (building demolition, grading, etc.) could result in the release of hazardous materials into the environment, and/or could result in a significant hazard to project construction workers and the public, representing a <b>potentially significant impact</b> .	project-related health and safety impact would be reduced to a <b>less-than-significant level</b> .					
<b>HYDROLOGY AND WATER QUALITY</b>						
<b>Impact 10-1: Project Temporary (Construction Period) Water Quality Impacts.</b> Future project construction activities, including excavation and grading, would increase the potential for erosion and sedimentation until paving and planting are completed. Construction activities could therefore result in temporary increases in erosion which could cause the degradation of water quality within Coyote Creek and San Francisco Bay, representing a <b>potentially significant impact</b> . Once construction is complete and all disturbed soil surfaces have been planted, erosion from the site and associated sedimentation entering Coyote Creek would be minimal.	<p><b>Mitigation 10-1:</b> In accordance with City Stormwater C.3 requirements and National Pollution Discharge Elimination System (NPDES) regulations, the project would be required to file a Notice of Intent with the State Water Resources Control Board (SWRCB), Division of Water Quality, prior to issuance of a grading permit. The filing would be required to include a description of erosion control and stormwater treatment measures to be implemented during (including <i>Start at the Source</i> measures) and following project construction, as well as a schedule for monitoring of performance. These measures are referred to as Best Management Practices (BMPs) for the control of point and non-point source pollutants in stormwater and would constitute the project <i>Stormwater Pollution Prevention Plan (SWPPP)</i>.</p> <p>No grading permit would be issued by the City until a NPDES permit is issued, demonstrating that project erosion control and stormwater treatment measures, including the project SWPPP, meet SWRCB requirements.</p> <p>The project would then be required to fully implement the erosion control and other water quality measures cited in the SWPPP and monitor these measures during the SWPPP-specified time period following completion of project construction. The RWQCB would be responsible for inspecting these measures, while the</p>	Applicant (provide verification that NPDES Permit has been issued).	City (as condition of Grading Permit issuance).	Confirm related grading specifications prior to approval of Grading Permit; verify implementation through grading inspection.		

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	<p>project sponsor would be responsible for implementing any remedial measures if the Board indicated that site stormwater quality objectives were not being met. The City Engineering Division would also be responsible for post-construction inspection of all water quality mitigation measures that would eventually become part of the maintained infrastructure of the project, including source control and water quality treatment measures.</p> <p>Implementation of these measures would reduce the construction-related soil erosion and sedimentation impacts to a <i>less-than-significant level</i>.</p>					
<b>NOISE</b>						
<p><b>Impact 12-1: Project Compatibility with Existing and Projected Noise Environment.</b> Based on available City data on existing and projected noise levels in the project area, it is estimated that future project occupants on the two project sites closest to I-880—i.e., sites C and D—would be exposed to exterior noise levels of up to 70 to 75 dBA CNEL by 2010. The projected future noise level of 70 to 75 dBA CNEL would fall within the Milpitas General Plan <i>Noise Element</i> defined "Conditionally Acceptable" range, under which "New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the project design" (Milpitas General Plan <i>Noise Element</i> Table 6-1). Until such a detailed analysis of project noise reduction requirements for sites C and D is completed to City satisfaction, it is assumed that the project may result in a <i>significant impact</i> pertaining to projected land use/community noise environment compatibility</p>	<p><b>Mitigation 12-1.</b> In accordance with General Plan <i>Noise Element</i> Policy 6-I-X, project future applicant(s) shall conduct and submit a detailed analysis of noise reduction requirements and identification of associated site and architecture design noise reduction and insulation features to be included in the project design to City Planning Division satisfaction prior to City approval of detailed project site, architectural and landscape plans. Implementation of this measure would reduce this potential impact to a <i>less-than-significant level</i>.</p>	Applicant (provide written verification by a noise/acoustical professional that these established noise analysis and assoc. design specifications are included in project design).	City (as condition of detailed project site, architectural and landscape plan approval).	Confirm prior to approval of detailed project site, architectural and landscape plans.		
<b>PUBLIC SERVICES, UTILITIES AND SERVICE SYSTEMS</b>						
<b>Impact 13-1: Project-Related and</b>	<b>Mitigation 13-1.</b> The City shall require that	Applicant (provide	City (as condition of	Confirm prior to		

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<p><b>Cumulative Impacts on Sewage Treatment and Transmission Capacity.</b> The project would increase wastewater generation in the project vicinity. The project-proposed change in site C land use from industrial to commercial would likely produce a net increase in sewage generation, compared to estimates for the project area included in the City's 2004 Sewer Master Plan. Under its existing contract, the City currently has excess capacity at the San Jose/Santa Clara Water Pollution Control Plant, and the 2004 Sewer Master Plan did not identify any deficiencies or required mitigation in the project vicinity. It is therefore unlikely that the project would cause exceedances of Regional Water Quality Control Board wastewater treatment requirements, require new or expanded wastewater facilities, result in a determination that the wastewater treatment plant has inadequate capacity, or conflict with local planning provisions for wastewater service. However, because the project could generate more sewage than currently anticipated in applicable planning documents, the project's incremental contribution to sewage treatment and transmission demand is considered a <b>potentially significant project and cumulative impact.</b></p>	<p>all new development on the project sites coordinate and cooperate with the City of Milpitas to ensure that adequate San Jose/Santa Clara Water Pollution Control Plant sewage treatment capacity is available and that maximum feasible water conservation is achieved through the project design. Implementation of this measure would reduce the project and cumulative impact on sewage treatment and transmission capacity to a <b>less-than-significant level.</b></p>	<p>engineering verification that adequate sewage treatment capacity is available).</p>	<p>final project approval--i.e., final map, final engineering specifications, etc.).</p>	<p>approval of final map, or final engineering specifications.</p>		
<b>TRANSPORTATION AND CIRCULATION</b>						
<p><b>Impact 14-1: Project Impact on Milmont Drive/Dixon Landing Road Intersection.</b> The intersection improvements assumed under Background Conditions would improve traffic operations at this intersection compared to the current configuration. However, with the project, the level of service would degrade from a LOS D to E and the average delay would increase from 45.0 seconds to 56.0 seconds during the AM peak hour. Based on City of Milpitas guidelines, this would constitute a <b>significant impact.</b></p>	<p><b>Mitigation 14-1.</b> Reconfigure the northbound Milmont Drive approach from one left turn lane, one through lane, and one right turn lane under Background Conditions to one left turn lane, one shared through left lane, and one right turn lane. This mitigation measure would allow the intersection to operate at LOS D (47.2 seconds of delay) during the AM peak hour and LOS C (27.5 seconds of delay) during the PM peak hour. Implementation of this measure would therefore reduce the impact to a <b>less-than-significant level.</b></p>	<p>Applicant (provide for implementation of this measure, to City satisfaction).</p>	<p>City (as condition of future detailed development plan approvals).</p>	<p>Prior to approval of future detailed development plans for each project site.</p>		
<p><b>Impact 14-2: Project Impact on Milpitas Boulevard/Calaveras Boulevard Intersection.</b> The intersection of Milpitas</p>	<p><b>Mitigation 14-2.</b> The 2030 Valley Transportation Plan (VTP) includes a range of highway and transit improvement</p>	<p>Applicant (provide for implementation of this measure, to City</p>	<p>City (as condition of future detailed development plan</p>	<p>Prior to approval of future detailed development plans for</p>		

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<p>Boulevard and Calaveras Boulevard would operate at LOS F (81.9 seconds of delay) under Background Conditions during the AM peak hour. Under Project Conditions, it would operate at LOS F (86.2 seconds of delay) with significant increases in critical-movement delay (7.1 seconds) and demand-to-capacity ratio (V/C). Based on the CMP guidelines, this would constitute a <i>significant impact</i>.</p>	<p>projects to ease existing and future traffic congestion along major travel corridors in Santa Clara County. The widening of Calaveras Boulevard, between Milpitas Boulevard and I-880, is a high priority project and at least 80 percent of the funding for this improvement has been secured. The widening of Calaveras Boulevard at Milpitas Boulevard would result in converting the westbound right turn lane into a shared through/right turn lane. This mitigation measure would provide a third westbound through lane at this intersections and would improve the intersection operations from a LOS F (86.2 seconds of delay) to a LOS D (51.1 seconds of delay). Since the intersection would already operate at unacceptable traffic conditions under background conditions, the project shall pay a fair share contribution towards the cost of implementing this improvement. Implementation of this measure would reduce the impact to a <i>less-than-significant level</i>.</p>	<p>satisfaction).</p>	<p>approvals).</p>	<p>each project site.</p>		
<p><b>Impact 14-3: Project Impact on McCarthy Boulevard/Alder Drive Intersection.</b> The intersection of McCarthy Boulevard and Alder Drive would operate at LOS E (57.2 seconds of delay) under Background Conditions during the PM peak hour. Under Project Conditions, it would operate at LOS F (85.0 seconds of delay) with significant increases in critical-movement delay (44.0 seconds) and demand-to-capacity ratio (V/C). According to the City of Milpitas guidelines, this would constitute a <i>significant impact</i>.</p>	<p><b>Mitigation 14-3.</b> The new office development that has been approved for construction on the currently vacant parcel on the west side of the McCarthy Boulevard/Alder Drive intersection will add a fourth leg to this intersection to provide access to the site. Access to this new development will be via an exclusive northbound left-turn lane on McCarthy Boulevard and a westbound through lane on Alder Drive. Southbound traffic to this site would use the existing through lanes which will be converted to a shared through and right turn lane. After completion of these intersection improvements, this intersection will be built out. Under Background Conditions, this intersection would operate at unacceptable LOS during the PM peak-hour. The poor level of service is mainly attributable to the high southbound-to-eastbound left turn volumes. The intersection only provides one southbound left turn lane which is inadequate to accommodate future traffic</p>	<p>Applicant (provide for implementation of this measure, to City satisfaction).</p>	<p>City (as condition of future detailed development plan approvals).</p>	<p>Prior to approval of future detailed development plans for each project site.</p>		

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	volumes. Under Project Conditions, traffic operations at this intersection would further deteriorate to a level of service F during the PM peak-hour. Due to right-of-way constraints, adding a second southbound left-turn lane would not be feasible. Therefore, the project traffic impact at this intersection is considered <i>significant and unavoidable</i> .					
<b>Impact 14-4: Project Impact on McCarthy Boulevard/Tasman Drive Intersection.</b> The intersection of McCarthy Boulevard and Tasman Drive would operate at LOS E (79.2 seconds of delay) under Background Conditions during the AM peak hour. Under Project Conditions, it would operate at LOS F (82.1 seconds of delay) with significant increases in critical-movement delay (4.9 seconds) and volume-to-capacity ratio (V/C). According to the City of Milpitas guidelines, this would constitute a <i>significant impact</i> .	<b>Mitigation 14-4.</b> The poor LOS at this intersection is primarily caused by the very high southbound right turn volumes during the AM peak-hour using a shared through-right turn lane. To mitigate this impact, convert the southbound shared through-right turn lane into a dedicated right turn lane. Implementation of this mitigation would return the LOS to D (50.4 seconds of delay) during the AM peak hour. Implementation of this measure would therefore reduce the impact to a <i>less-than-significant level</i> .	Applicant (provide for implementation of this measure, to City satisfaction).	City (as condition of future detailed development plan approvals).	Prior to approval of future detailed development plans for each project site.		
<b>Impact 14-5: Project Impact on Alder Drive/Tasman Drive Intersection.</b> The intersection of Alder Drive and Tasman Drive would operate at LOS F (87.3 seconds of delay) under Background Conditions during the PM peak hour. Under Project Conditions, it would operate at LOS F (113.8 seconds of delay) with significant increases in critical-movement delay (34.0 seconds) and demand-to-capacity ratio (V/C). According to the City of Milpitas guidelines, this would constitute a <i>significant impact</i> .	<b>Mitigation 14-5.</b> The poor LOS at this intersection is primarily caused by the very high southbound to eastbound left turn volumes during the PM peak-hour. Under Background Conditions, the left turn movement at this approach would be almost 1,100 vehicles per hour. With the project, this volume would increase to approximately 1,320 vehicles per hour. To mitigate this impact, a through lane on southbound Alder Drive could be converted into a left turn-lane. This mitigation would provide a total of three southbound left turn lanes on Alder Drive. Based on the level of service calculations, the implementation of this mitigation would return the LOS to E during the PM peak hour. However, adding a third southbound left turn lane on Alder Drive would not result in the desired benefits and create secondary effects that would result in additional undesirable impacts. The addition of a third left turn lane would result in merging issues and an imbalance of lane utilization for vehicles attempting to access the southbound and northbound ramps at the I-880 Interchange.	Applicant (comply with applicable City-adopted fair share mitigation requirements—e.g., anticipated Deficiency Plan-identified mitigation requirements).	City (as condition of future detailed development plan approvals).	Prior to approval of future detailed development plans for each project site.		

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	The triple left turn would also require the removal of an existing bicycle lane on Tasman Drive, east of Alder Drive. This would result in safety issues for cyclists heading eastbound on Tasman Drive. In addition, the bus stop on the south side of Tasman Drive, just east of the intersection with Alder Drive may have to be relocated. Considering these operational issues, the project traffic impact at the Alder Drive and Tasman Drive intersection is considered <b>significant and unavoidable</b> .					
<p><b>Impact 14-6: Project Impact on Freeway Segments.</b> The project would cause significant increases in traffic volumes (more than one percent of freeway capacity) on the following four directional freeway segments:</p> <ul style="list-style-type: none"> <li>▪ I-880, northbound between SR 237 and Dixon Landing Road--PM peak hour,</li> <li>▪ I-880, southbound between Great Mall Parkway and Montague Expressway--PM peak hour,</li> <li>▪ I-880, southbound between Montague Expressway and Brokaw Road--PM peak hour, and</li> <li>▪ SR 237, westbound between McCarthy Boulevard and Zanker Road--AM and PM peak hours.</li> </ul> <p>According to the CMP guidelines these effects would constitute a <b>significant impact</b>.</p>	<p><b>Mitigation 14-6.</b> Mitigation of significant project impacts on freeway segments would require roadway widening to construct additional through lanes, thereby increasing freeway capacity. Since it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements, and no comprehensive project to add through lanes has been developed by Caltrans or VTA for individual projects to contribute to, the significant impacts on the four directional freeway segments identified above are considered <b>significant and unavoidable</b>.</p>	Applicant (comply with applicable City-adopted fair share mitigation requirements--e.g., anticipated Deficiency Plan-identified mitigation requirements).	City (as condition of future detailed development plan approvals).	Prior to approval of future detailed development plans for each project site.		
<p><b>Impact 14-7: Year 2030 Cumulative Plus Project Impacts on McCarthy Boulevard Roadway Segments.</b> Several roadway segments of McCarthy Boulevard between Bellew Drive and Dixon Landing Road would operate at LOS F under anticipated 2030 cumulative conditions without the project-proposed land use changes during the AM and PM peak hours. With the project-proposed land use changes, these segments would continue to operate at LOS F, but with significant increases in volume-to-capacity</p>	<p><b>Mitigation 14-7.</b> Mitigation of the significant cumulative plus project impacts on these segments of McCarthy Boulevard would require roadway widening to construct additional through lanes, thereby increasing roadway capacity. Since it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements, and no comprehensive improvement program to add through lanes has been developed for</p>	Applicant (comply with applicable City-adopted fair share mitigation requirements--e.g., anticipated Deficiency Plan-identified mitigation requirements).	City (as condition of future detailed development plan approvals).	Prior to approval of future detailed development plans for each project site.		

IDENTIFIED IMPACT	RELATED MITIGATION MEASURE	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
ratios. According to the Milpitas significance criteria this would constitute a <i>significant impact</i> .	<p>individual projects to contribute to, the project contributions to significant cumulative impacts on the McCarthy Ranch roadway segments identified are considered <i>significant and unavoidable</i>.</p> <p>Although the project effects on cumulative conditions along these roadway segments have been identified as significant and unavoidable, the following measure is described to ensure that future impacts are minimized to the extent feasible: the City of Milpitas shall require individual developments in the project vicinity, including the proposed project, to identify and implement improvements and/or TSM programs that will ensure the best possible traffic operations given the capacity limitations of the roadway segments.</p>					