List of Attachments for Item No. 1

625 North McCarthy – McCarthy Creekside

Attachments:

1A	City Council Resolution
1B	Milpitas Planning Commission Minutes for May 11, 2016
1C	Milpitas Planning Commission Staff Report for May 11, 2016
1D	Planning Commission Resolution No. 16-017 (signed)
1E	McCarthy Creekside Project Plans *(separately bound attachment)*
1F	Final Environmental Impact Report for the Proposed McCarthy Ranch Mixed Use Project

MEETING MINUTES

MILPITAS PLANNING COMMISSION
Milpitas City Hall, Council Chambers
455 E. Calaveras Blvd., Milpitas, CA

Wednesday, May 11, 2016

I. PLEDGE OF ALLEGIANCE

Chair Mandal called the meeting to order at 7:03 P.M. and led the Pledge of Allegiance.

II. ROLL CALL/ SEATING OF ALTERNATE

Commissioners
Present: Chair Mandal, Vice Chair Madnawat, Commissioners Sandhu, Ciardella, Lien, Maglalang, Mohsin

Absent: Morris

Alternate Member Mohsin was seated as a voting Commissioner due to the absence of Ms. Morris.

Staff: Bill Ekern, Katy Wisinski, Mike Moore, Cecilia Jaroslawski, Mary Lavelle

III. PUBLIC FORUM

Chair Mandal invited members of the audience to address the Commission and there were no speakers.

IV. APPROVAL OF MEETING MINUTES

Chair Mandal called for approval of the April 13, 2016 meeting minutes of the Planning Commission.

Motion to approve Planning Commission meeting minutes of April 13, 2016.

Motion/Second: Commissioner Mohsin / Commissioner Maglalang

AYES: 6

NOES: 0

ABSTAIN: 1 (Madnawat)

V. ANNOUNCEMENTS

Planning Director Bill Ekern reported from staff on the request for an update on TASP levels of development, and this could come back at the second meeting in June for that update, including a description of park land and open space.

VI. ANNOUNCEMENT OF CONFLICT OF INTEREST

City Attorney Katy Wisinski asked if any member of the Commission had any personal or financial conflict of interest related to any of the items on the agenda.

There were no reported conflicts.

VII. APPROVAL OF AGENDA

Chair Mandal asked if staff or Commissioners had changes to the agenda and there were none.

Motion to approve the May 11, 2016 agenda as submitted.

Motion/Second: Vice Chair Madnawat / Commissioner Sandhu

AYES: 7

NOES: 0

VIII. CONSENT CALENDAR **None**

IX. PUBLIC HEARINGS

IX-1 **ANTON DEVELOPMENT – 730-750 E. Capitol Ave. - SD15-0014, ES16-0002:** A request for approval of a Site Development Permit for the construction of two multi-story mixed use apartment buildings containing a total of 582 units, 5,000 square feet of ground floor commercial space and related site improvements on 9.38 acres.

Project Planner Mike Moore from MIG Inc. spoke on behalf of the City, and showed a presentation describing the multi-story mixed use 582-unit apartment project in the TASP area. A swimming pool was requested for each of the buildings on site that would require approval from the City Council. Currently the location, an industrial site, was abandoned at 750 E Capitol Ave. The project would include an integrated parking structure.

Vice Chair Madnawat asked staff how many stories tall the building would be and staff replied, five with a maximum height of 75 feet. Mr. Madnawat asked about the parking layout, with the integrated garage surrounded by rental units. Planning Director Ekern described regulations on the required number of parking spaces in the municipal code.

Commissioner Maglalang sought additional pages in the plans that displayed parking. He was trying to figure out the public park areas in the site plans. The Planning Director provided explanation, describing that the TASP provides calculation on the acres needed for parkland (not per CEQA). Upon adding up all open space in the project (both public and private) meeting the requirement for this project, the applicant has exceeded the total.

Chair Mandal pointed out that the swimming pools, as was a prior one, were restricted to be filled with water after only after restrictions were lifted statewide.

Commissioner Maglalang inquired about design of the overcrossing bridge, and where to find it on design plans. Staff explained that was not required at this point. An approach to a bridge would need to be ready for that crossing point.

Mr. Ekern responded that the design of Milpitas Blvd. alignment and bridge crossing were related to the 450 Montague Lennar project (not this one).

Commissioner Ciardella inquired about the 5,000 sq. ft. retail space. The planner described the amount of retail space in each of the two building locations.

Next, applicants Andrew Baker and Rachel Green from Anton Development were

present with their architects and engineers for the project. Anton was a local firm headquartered in Foster City. A PG&E easement cut across the project site and E. Capitol, so the project was designed around that and still included a two-acre park, with an easement for public use. The Milpitas Blvd. extension will be dedicated to the City. It was fully compliant with TASP, paying over $17 million in fees ultimately. The project architect from Architect Orange detailed project design layout and specifics of the project across from the BART.

Commissioner Maglalang asked questions about power lines and undergrounding of utilities at this project.

Vice Chair Madnawat asked what type of retail would go into the spaces. The developer responded, personal services or food. He asked about trash compactors, and parking spaces and layout.

Commissioner Ciardella asked if around the pool, there would be a 6-ft wall, glass or otherwise. The developer replied yes.

Chair Mandal opened the public hearing and there were no speakers.

Motion to close the public hearing.

Motion/Second: Commissioner Sandhu / Commissioner Lien

AYES: 7

NOES: 0

Commissioner Maglalang did not completely support this project as is, due to parking. He wanted the Community Advisory Commission to review this plan for the entry point design, next to 750 E Capitol, on all entry ways. He believed the parkland was inadequate, but the Planning Director clarified how the project more than met what was required.

Mr. Ekern reviewed the parkland acreage which exceeded the amount required, with 3.5 acres per 1,000 required. Over six acres of parkland would be dedicated on site.

Motion to adopt Resolution No. 16-018 recommending City Council approval of Environmental Assessment, Site Development Permit No. SD-15-0014 subject to the Conditions of Approval, and recommend an exemption to the swimming pool regulations in the Milpitas Municipal Code.

Motion/Second: Vice Chair Madnawat / Commissioner Maglalang

Mr. Madnawat asked to include one condition of approval: the swimming pool would not be filled until the Governor's state drought restriction order was lifted.

Mr. Maglalang wanted to add a requirement for more open space, closer to four acres. Mr. Ekern responded that staff would confirm the calculations for the total number of acres of open space in the project and reply to Commissioners.

City Attorney Katy Wisinski noted with regard to the swimming pools, COA No. 63 did address the restriction requirement as request.

The motion was approved:

AYES: 7

NOES: 0

IX-2 **McCARTHY CREEKSIDE – 625 N. McCarthy Blvd. - SD15-0013, UP15-0018, MT15-0012:** A Site Development Permit, Conditional Use Permit and Tentative Subdivision Map to allow the demolition of existing structures, and construction of five industrial buildings totaling 804,476 square feet and one restaurant building of 6,026 square feet on a 44.17 acre site.

Contract Planner Cecilia Jaroslawski presented the McCarthy Creekside project for industrial buildings on six parcels, for industrial, office and restaurant uses. One error she corrected was the FAR was 42% (not the number as provided in the staff report). Removal of trees would be involved, and shared parking was planned.

Vice Chair Madnawat asked about the structure's height, and how high inside the top of the building would be (50 ft).

Commissioner Maglalang asked about removal of trees on the site. Staff replied that it was part of the site development plan. He asked if there would be a plan submitted for the trees. He sought more information specifically about the trees and asked for jacaranda trees to be planted as accent trees.

Vice Chair Madnawat asked about having more trees with questions about rules governing removal and replacement. Mr. Ekern responded about the City's process.

Commissioner Mohsin asked why information would come piecemeal to the Commission, and why trees information was separate from the rest. Mr. Ekern replied that staff could always provide arborists' report for each project, if the Commission wanted that for a project. Mrs. Mohsin replied, that yes, more information about trees would be helpful on each new project. Mr. Ekern replied that staff can write another paragraph in the staff reports to the Commission.

Commissioner Mohsin asked if there would be any EV plug-in stations at this project. Staff replied no, while she felt that should be included.

The applicant came to the podium, and showed a video display of the anticipated layout and design of this project. The company could add another row of trees to augment existing trees, and many more trees would be added than removed in total.

Commissioner Lien asked about the industrial building with 18 overhead doors. She wanted to know what tenant would go into this building. It could be leased to one tenant or subdivided up into four, so walls can be divided with those breaks. The developer stated that which company or what size goes in the building would be market-driven.

Commissioner Mohsin asked about EV car charging stations. The developer explained those were not required to be installed, but infrastructure would be put in (conduits, etc.) so that tenants could install and set those up, if desired.

Chair Mandal opened the public hearing and there were no speakers.

Motion to close the public hearing.

Motion/Second: Commissioner Mohsin /Commissioner Sandhu

AYES: 7

NOES: 0

Vice Chair Madnawat wanted to add a condition to require Electric Vehicle (EV) charging stations, in a small number. Mr. Ekern responded that it was tough to make that a mandatory requirement, while the developer understood market demand and the desire on the part of Planning Commissioners. The developer provided more information and estimated cost for installing one station.

Chair Mandal liked the flexibility of the planning for the EV spots in an industrial site like this one.

Vice Chair Madnawat was satisfied with the rationale provided by the developer. He understood that the applicant did not know exactly how the tenants and buildings would ultimately lay out until it was leased to one or two or three or four tenants.

Motion to adopt Resolution No. 16-017, recommending City Council approval of a Site Development Permit P-SD15-0013, Conditional Use Permit P-UP15-0018, Tentative Subdivision Map P-MT15-0012 and Environmental Assessment P-EA16-0004, subject to the Conditions of Approval.

Motion/Second: Vice Chair Madnawat/Commissioner Ciardella

Commissioner Maglalang asked to require the planting of jacaranda trees, as accent trees at the project site. The maker of the motion, Mr. Madnawat, agreed to that one additional condition of approval for the project.

AYES: 7

NOES: 0

X. NEW BUSINESS – NO ITEMS

XI. ADJOURNMENT

The meeting was adjourned at 8:52 PM.

Motion to adjourn to the next meeting on May 25, 2016.

Motion/Second: Vice Chair Madnawat / Commissioner Lien

AYES: 7

NOES: 0

Meeting Minutes submitted by
City Clerk Mary Lavelle

MILPITAS PLANNING COMMISSION STAFF REPORT

May 11th, 2016

APPLICATION: 625 North McCarthy Boulevard - **Site Development Permit (P-SD15-0013), Conditional Use Permit (P-UP15-0018), Tentative Subdivision Map (P-MT15-0012), and Environmental Assessment (P-EA16-0004).** A request for a Site Development Permit, Conditional Use Permit and Tentative Subdivision Map to subdivide the property into six parcels, allow the demolition of existing structures, removal of existing trees and construction of five industrial buildings totaling 804,476 square feet and one restaurant building of 6,015 square feet on a 44.17 acre site.

RECOMMENDATION: **Staff recommends that the Planning Commission: Adopt Resolution No. 16-017, recommending approval of a Site Development Permit (P-SD15-0013), Conditional Use Permit (P-UP15-0018), Tentative Subdivision Map (P-MT15-0012), and Environmental Assessment (P-EA16-0004) to the City Council, subject to the attached Conditions of Approval.**

LOCATION:

Address/APN:	625 North McCarthy Blvd. (APN 220-029-036 and 220-029-037)
Area of City:	McCarthy Creekside

PEOPLE:

Project Applicant:	McCarthy Ranch, 15425 Los Gatos Boulevard, Suite 102
Property Owner:	Same as applicant
Project Planner:	Michael Fossati

LAND USE:

General Plan Designation:	Industrial Park (INP)
Zoning District:	Industrial Park (MP)
Overlay District:	Recreation and Entertainment (RE)

ENVIRONMENTAL: The McCarthy Ranch Mixed Use Project was approved in 2009 pursuant to a Certified EIR (SC#2008092082) pursuant to CEQA Guidelines Section 15183. This project represents a subset of the 2009 mixed use project. Accordingly, an Initial Study (P-EA16-0004) has been prepared to consider whether any of the conditions or circumstances contemplated in CEQA Guidelines Section 15162 are present and would necessitate further environmental review. The Initial Study concluded that no such conditions or circumstances were present that the project would have no new potentially significant impacts, all impacts were adequately

evaluated in the certified McCarthy Ranch Mixed Use Project EIR, and no additional environmental analysis is therefore necessary.

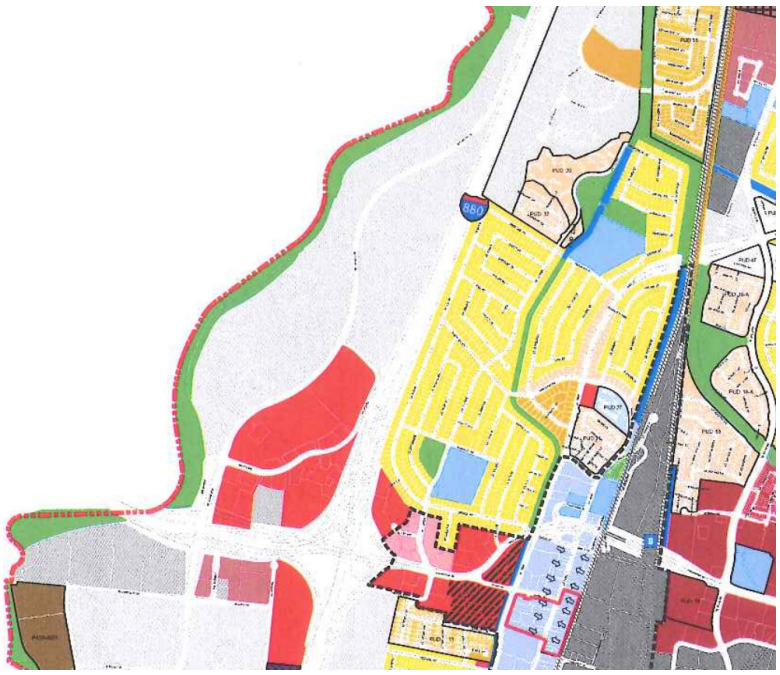
EXECUTIVE SUMMARY

The McCarthy Creekside project represents a significant opportunity to increase the proportion of industrial and office floor space within the City of Milpitas. McCarthy Creekside is proposed on 44.17 acres and near two regional roadways (State Route 237 and Interstate 880).

The five single story industrial buildings are intended to be used as warehouse, industrial, and office facilities. The single story restaurant will support the surrounding development and is anticipated to serve patrons from the project site.

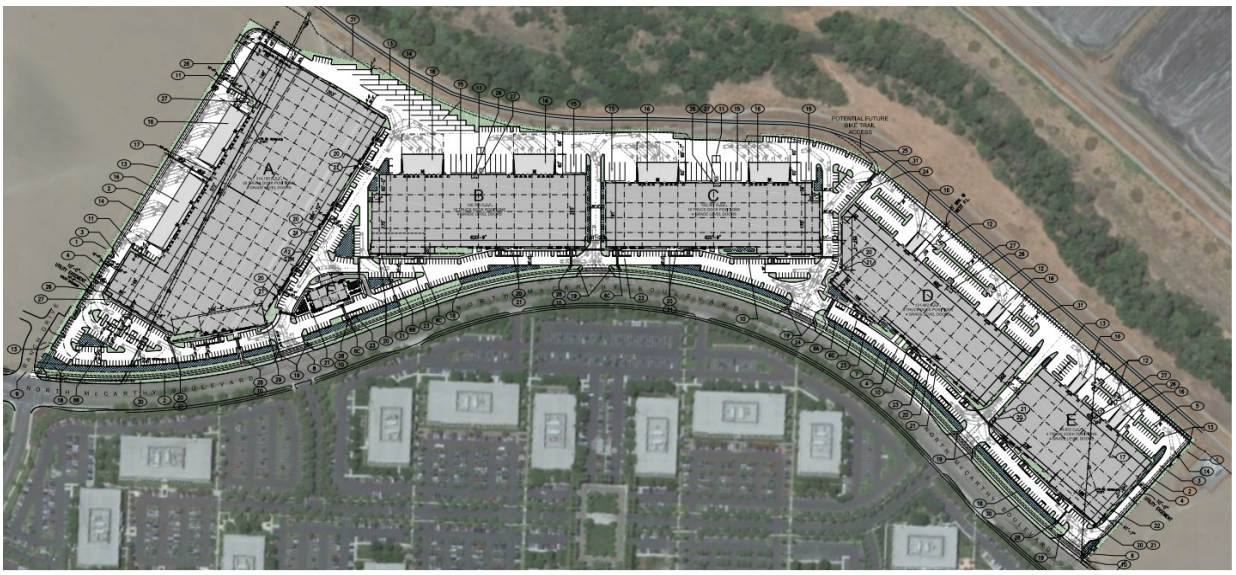
An Environmental Impact Report was prepared for the project in accordance with the California Environmental Quality Act in 2009, and describes the project's impacts on the environment. An Initial Study was completed for this specific project to ensure the Environmental Impact Report and associated mitigation measures remain up to date and no significant changes have occurred since 2009. An updated Traffic Impact Analysis has been completed and includes an analysis for shared parking for the restaurant.

Map 1
Project Location



Map 2
Project Site

Map 3
Site Plan



BACKGROUND

The project site contains several vacant structures, including a cold house storage building, two smaller storage buildings and several small outbuildings. All previous uses on the project site

were associated with agricultural uses and all structures on the property have been vacant for some time. The vacant site although has been designated within the General Plan and Zoning Code for industrial uses.

The Application

On December 7th, 2015, an application was submitted in conformance with the Milpitas Zoning Code for a Site Development Permit, Conditional Use Permit, Tentative Subdivision Map, and an Environmental Assessment. The following is a summary of the requests:

- *Site Development Permit:* To evaluate the proposed site layout, architecture, massing and proposed design for the project and the removal of existing trees.
- *Conditional Use Permit:* Required for operation of the restaurant, and to allow for shared parking.
- *Tentative Subdivision Map:* To subdivide the property.
- *Environmental Assessment:* To verify the project is consistent with the 2009 McCarthy Ranch Mixed-Use Project EIR.

General Plan Designation	INP - Industrial Park
Zoning District	MP – Industrial Park
Site Size	44.17 acres
Present Use	Vacant – formerly agricultural uses
Surrounding Zoning and Uses North: South: East: West:	 Industrial Park; currently vacant agricultural with small City of Milpitas pump house; Industrial Park; currently vacant agricultural; Industrial Park; Irvine Business Park, R&D, and Light Industrial campus; Park and Open Space; Coyote Creek trail.
Access	Site access is from North McCarthy Boulevard

PROJECT DESCRIPTION

Overview

The existing structures will be demolished and removed from site prior to site grading. The construction of five new industrial buildings will provide 804,476 square feet of space for warehousing, manufacturing and office. The following is the percentage breakdown of office space and warehouse/manufacturing area for each proposed structure.

BUILDING #	OFFICE SPACE	WAREHOUSE/MANUFACTURING	TOTAL
A	9.8%	90.2%	313,978 G.S.F.
B	17.6%	82.4%	136,785 G.S.F.
C	20.%	80.0%	122,361 G.S.F.
D	74.1%	25.9%	131,482 G.S.F.
E	37.0%	63.0%	99,653 G.S.F.
F – RESTAURANT	N/A	N/A	6,015 G.S.F

The applicant will be required to obtain approval from the Planning Director to substantially modify the originally proposed square footages above.

The project will provide a total of 1,032 parking spaces. See below:

BLDG	PARKING SPACES PROVIDED
A	277
B	144
C	135
D	294
E	144
F	38
MISCELLANEOUS	52
BICYCLE	55 incorporated above

Miscellaneous parking spaces include truck, trailer, and accessible parking. Per Municipal Code Section XI-10-53.09, the project must provide bicycle parking spaces in an amount equal to 5% of the total vehicular parking required. By providing 55 bicycle parking spaces, the project meets this requirement. The project as proposed meets the zoning code parking requirements for the five industrial buildings.

One of the main constraints on the site design is the location of Coyote Creek and its associated flood prevention levee. The County Engineer has required the site design include a 15-foot undeveloped area adjacent to the levee toe. By restricting building structure development or landscape planting within the undeveloped area, the levee will remain structurally sound and protected. This restriction requires one portion of the site's western elevation to be barren of trees, plants and screening vegetation. The applicant has amended the landscaping scheme to maximize planting wherever else possible along the western portion of the site while remaining within the provisions of the levee protection standards.

Throughout the north, south and east elevations, planting will be extensive to limit the visual impact of the buildings. The extensive planting is particularly relevant on the street frontage, as it will also create an attractive and usable section of pathway.

Mitigation measures required by the 2009 Environmental Impact Report apply to this proposed project and have been incorporated into the proposed development, and are reflected in Resolution 16-017.

Access points along North McCarthy Boulevard are designed to accommodate large truck and trailer movements, while retaining an appropriate and human scale design for pedestrians and trail users. Physical alterations along North McCarthy Boulevard will create four, two-lane ingress and egress driveways to accommodate traffic.

PROJECT ANALYSS

Zoning Conformance

The 44.17-acre project site is located on the west side of North McCarthy Boulevard and Interstate 880. The topography of the project site is generally flat having been previously used for agriculture. Coyote Creek, including its trail and levee, are west of the project site. The Zoning Map shows industrial designations surrounding the site to the north, south and east.

Table 3
Industrial Zone Development Standards (MP)

Development Standards	Required	Proposed
Lot area minimum	Individual sites shall be of such size to ensure that all space requirements in this table are satisfied.	44.17 acres
Lot width minimum	100 feet	432 feet
Front yard setback minimum	35 feet	87 feet
Side yard setback (interior) Minimum	10 feet	North – 51 feet South – 60 feet
Rear yard setback minimum	20 feet	48 feet
Street Side Yard Setback, minimum	Same as front yard setback	Same as front yard setback
Building height maximum	3 stories 35 Feet[1]	49 feet
Floor area ratio	0.50	0.482
Maximum number of stories	3.0	1.0

Notes:

1. Structures that exceed three (3) stories or thirty-five (35) feet in height may be approved if the Planning Commission makes the following finding: that any such excess height will not be detrimental to the light, air or privacy of any other structure or use currently existing or anticipated.

Property located south of the project site is expected to develop with office uses. Given this potential development, the project has been designed to complement potential future growth by maintaining a 60-foot setback between the proposed structure and the shared side property line, and by incorporating generous landscape improvements to screen the parking/loading area and building from the neighboring property. The applicant is proposing to install 61 trees and 180 shrubs at that location and all proposed plant material will be evergreen, low water adaptive and native evergreen trees and shrubs. Installation of proposed landscape material will mitigate any negative visual and sound impacts from the proposed project onto the neighboring lot and any future development that may occur on that lot. Staff thus believes that allowing the requested height increase above 35 feet will result in no detriment to the light, air, or privacy of any other structure or use currently existing or anticipated.

Subdivision Ordinance

The project is consistent with the provisions in Title XI, Chapter 1, Section 4 (Tentative Maps) of the City's Municipal Code regarding the form, content and dedications of the tract map, as set forth in the attached Resolution #16-017. Tentative Tract Maps require a recommendation from the Planning Commission in the form of a resolution to the City Council for their ultimate approval.

Site and Architectural Design

The architecture is a contemporary design with elevation set-backs and undulation that provide aesthetic and visual interest. Exterior walls will have a combination of panel finishes and colors, including soft blue and gray tones.

The site is separated by the four lane North McCarthy Boulevard from uses to the east. The industrial buildings will be one story and range in heights up to 49 feet above grade. The restaurant building would be approximately 18 feet above grade. The buildings' size and bulk would be compatible with neighboring structures and would not have a negative impact on the visual appearance of the area. Integration of the project site with the surroundings is achieved through extensive landscaping along the periphery, which is appropriate to the character and setting of the proposed buildings and the location.

Landscaping and Open Space

A complete landscape plan is proposed. Complementing elements include decorative hardscape finishes, outdoor furnishings and extensive site planting. Conditions of approval ensure compatibility with the existing McCarthy Ranch area, and the long-term maintenance of the landscaping.

Representative elevation of building

Santa Clara Valley Water District requires structures and landscaping to maintain a 15-foot setback from the Coyote Creek levee, to prevent the flood levee from being undermined and thus preserving flood prevention for the area.

As discussed above, the 15 foot levee setback has resulted in limited screening to Building C (west elevation) in views from the Canyon Creek trail. The proposal includes a curvilinear trail at this location, combined with innovative landscape screening that will help mitigate any negative visual impact of Building C. Although screening is important, meeting the provision for safe development around the levee is a priority for this scheme.

Parking

The existing site provides 1,032 surface parking spaces in line with the requirements of Section 53 of Chapter 10 of the Milpitas Zoning Ordinance. The proposed project includes 5% bicycle parking in a combination of lockers and secure spaces. The proximity to the Coyote Creek trail and public transit will ensure alternative modes of transportation are available to employees and visitors to the site.

Shared Parking

The project includes a restaurant facility and the applicant proposes to use "shared parking" as a way to create more efficient use of land, reduce underutilized parking and lower the overall development area.

Shared parking is typically applied when land uses have different parking demand patterns and are able to use the same parking spaces throughout the day. Shared parking is most effective when these land uses are complementary and have significantly different peak parking characteristics, varying by time of the day, day of the week or season of the year. In these situations, shared parking strategies will result in fewer total parking spaces needed when compared to the total number of spaces needed for each land use or business separately.

Hexagon Transportation Consultants developed a shared parking study in line with the City's Shared Parking requirements (as set forth in Municipal Code Section XI-10-53.11) and the Urban Land Institute Shared Parking methodology (see pages 115-119 of Attachment D). Shared parking occurs when complementary land uses on the same site or in close proximity are able to utilize the same parking spaces because they have different peak parking characteristics. The shared parking demand estimates are used to calculate the required parking supply by considering how many spaces would be dedicated to the commercial uses and how the remaining parking spaces could serve all forms of uses during peak conditions.

The shared parking analysis estimated the total number of seats and number of employees, to justify the supply needed to meet the demands of the project. In this case, the peak hours would be between 12:00 p.m. and 1:00 p.m. The results indicate the following total parking supply needed to accommodate the shared demand:

- It was observed that during the busiest hour between 12:00 p.m. and 1:00 p.m., 67% of the customers walked to the restaurant and only 33% used a vehicle. Based on these

observations, at full occupancy, the proposed restaurant would require around 32 parking spaces (33% of 96 spaces).

The results of the supplemental transportation analysis indicate that 32 spaces will be needed for the restaurant parking based on the maximum parking demand. In a review of the on-site number of parking spaces surrounding the restaurant, a typical walking distance of 500 ft. includes a total number of parking spaces of 242. On the assumptions of the transportation study, the number of parking spaces surrounding the restaurant represents a large number of available spaces and opportunity for shared parking to operate effectively.

Signs

The project site contains approximately 2,930 feet of frontage along North McCarthy Boulevard to the east of the project. Section XI-10-24 of the Municipal Code allows for one free-standing sign per parcel. However, per Section XI-10-24.05(F) of the Municipal Code, the Planning Commission may approve, conditionally approve or deny a Sign Program for the project. The applicant has submitted a proposed Sign Program that would incorporate all proposed signs, including language to address potential future tenants of the site. The proposed Sign Program includes up to 10 free-standing monument signs, each approximately 5 feet tall by 9 feet wide and 1 and ½ feet deep and include natural wood detail. Two monument signs will be installed at each main entrance to the development. One curvilinear monument sign is also proposed for the southerly main entrance. The curvilinear planter sign will be approximately 66 feet long containing a radius of approximately 61 feet; it will be two and one-half feet in width and five and one-half feet tall and will contain drought tolerant vegetation. The proposed plans indicate the southerly most entrance will contain two monument signs as well as one curvilinear planter sign. The applicant would be permitted to install either two monument signs OR one monument sign along with one curvilinear sign at that location. Modifications to the permitted Sign Program must be approved by the Planning Director prior to installation.

The wall sign area proposed for the site is approximately 1,163 square feet. The allowable sign for the commercial tenants is 4,765 square feet, as summarized in Table 5 below.

Table 5
Site Sign Area Summary

Total Parcel Frontage	3,884 linear feet
Allowable sign area	4,767 square feet

Table 6
Site Sign Area Building Summary

BLDG NO.	BLDG PERIMETER Linear Feet	PROPOSED SIGNAGE Square Feet	ALLOWABLE SIGNAGE Square Feet
A	2,733	249.5 sq. ft.	1,366.5
B	1,721.5	226.0 sq. ft.	860.75
C	1,669.5	226.0 sq. ft.	834.75

D	1,739	226.0 sq. ft.	869.5
E	1,336	205.5 sq. ft.	668
F	336.5	30.0 sq. ft.	168.25

Sign Program

The Permittee is proposing a Sign Program to maintain consistency with the General Plan, Specific Plan and Municipal Code pursuant to Section XI-10-24.05(F) of the Municipal Code and upon Planning Commission approval. See the attached Sign Program (Attachment B) for additional information.

The Sign Program includes directional signs (canopy entry signs and parking signs), which are not required to be included in the sign area calculations but will conform to standard requirements for directional signs.

Operation of the restaurant

The restaurant is proposed to accommodate mostly patrons from the surrounding commercial uses. The restaurant is proposed to have drive-through facilities, and external seating increasing the usable floor space for patrons. The location of the restaurant is unlikely to attract patrons from the wider community, and will mainly be a focus for the McCarthy Creekside employees. There are a variety of other places to purchase food and drinks in the vicinity of the site.

Restaurant uses are allowed in the MP zoning district upon approval of a Conditional Use Permit. The project satisfies all of the findings necessary to issue a Conditional Use Permit, as discussed in greater detail below.

Public Art

The applicant is required to devote ½ of one percent of the Building Development costs for the purpose of acquisition and installation of Publically Accessible Art. The project will be conditionally approved to meet this requirement and the applicant will be required to sign and submit an agreement to this effect prior to issuance of any final building permits.

FINDINGS FOR APPROVAL

A finding is a statement of fact relating to the information that the Planning Commission or City Council has considered in making a decision. Findings discuss the rationale behind the decision to take a certain action.

Site Development Permit

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

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

   As shown on the project plans, the architectural features including contemporary fenestration, elevational accents, and building design will be integrated across the site maintaining a high level of design quality. Exterior walls will have a combination of plaster

and concrete panel finish. The color scheme includes soft blue and gray tones. Conditions of approval for the project include ensuring certain elements such as lighting, details on the building and on-site development complement the style of architecture. The project's site design, architecture and massing include materials, variation in height, façade plane changes, and landscaping that is appropriate for the surroundings.

2. The project is consistent with the Milpitas Zoning Ordinance.

   The project's Floor Area Ratio (0.41) is within the required thresholds of the underlying zoning district (0.50). The project is consistent with respect to development standards for the Industrial Park zoning district in terms of height, setbacks, and the City's parking ordinance as described in this staff report and as demonstrated in the project plans.

3. The project is consistent with the Milpitas General Plan.

   The proposed project is consistent with the underlying General Plan Industrial Park land use designation in that warehouse, manufacturing and offices are proposed. The underlying land use designation allows up to 0.50 FAR. The project proposes a FAR of 0.41.

   The project is consistent with Policies:

   i. 2.a-I-3 Encourage economic pursuits which will strengthen and promote development through stability and balance. The project creates new commercial opportunities at a location that is appropriate for that use, thereby strengthening and promoting development with a balance of uses.

   ii. 2.a-I-7 Provide opportunities to expand employment, participate in partnerships with local business to facilitate communication, and promote business retention. The project includes large commercial spaces which expand employment within the City.

   iii. 2.a-I-17 Foster community pride and growth through beautification of existing and future development. The project includes the demolition of older, underused agricultural buildings and the construction of a contemporary designed commercial facility.

4. The height will not be detrimental to the light, air or privacy of any other structure or use currently existing or anticipated.

   The height maximum for this location in the zoning ordinance is 35 feet. The City's Municipal Code allows the height to exceed this maximum if the Planning Commission finds that the additional height will not be detrimental to light, air or privacy. Given the location, deep project setbacks, and surroundings of the project site, the additional height is appropriate and will not interfere with the light, air, or privacy of any other structure of use now in place or anticipated to be developed.

Signs

1. All elements of the sign, including design, lighting, scale, length and materials, are consistent with the intent of the General Plan, the Sign Ordinance and any applicable Specific Plan.

   The project's proposed signs are in conformance with the design guidelines of the Sign Ordinance. The signs include a combination of sizes and locations on the proposed buildings. Conditions ensure the details of future tenant signs are approved prior to installation.

2. The design, scale and materials of the sign harmonize with the architectural design and details of the building or site it serves.

   The proposed signs as shown on the project plans provide compatibility of size, location and continuity with other signs and buildings on-site. The signs are smaller in size than would be allowed under the Sign Ordinance. The signs include a combination of monument, wall and main building signs in a consistent and cohesive manner.

3. The design and scale of the sign is appropriate to the distance from which the sign is normally viewed.

   The proposed signs as shown on the project plans provide visibility and legibility and provide the appropriate relationship of scale and height to the building.

4. The design and materials of the sign provide a contrast between the background and letters.

   The proposed signs as shown on the project plans provide contrast between background and letters.

Sign Program

1. The provisions of the Sign Program ensures consistency in design and style of all new signs.

   The proposed sign program provides the dimensions, size and location for future sign requests for the project, thereby assuring consistency.

2. The provisions of the Sign Program address compatibility of the design and style of any existing signs on the building or site.

   The proposed signs provide compatibility of materials, architecture, design and continuity with other signs and buildings on-site.

3. All new signs within the Sign Program are in compliance with the design guidelines of this Chapter.

a. *The proposed signs provide appropriate relationship of size to space on the building.*

b. *The proposed signs have appropriate relationships with the height of the buildings. The proposed signs above the entrances of the commercial buildings are appropriate given the height of the buildings.*

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

1. The design and improvement of the proposed subdivision conform to the Milpitas General Plan.

   The tentative map enables the uses allowed by the General Plan and provides sufficient information to assure the General Plan goals are met.

   The project is consistent with Policies:

   i. 2.a-I-3 Encourage economic pursuits which will strengthen and promote development through stability and balance. The project creates new commercial opportunities at a location that includes an underutilized agricultural format.

   ii. 2.a-I-7 Provide opportunities to expand employment, participate in partnerships with local business to facilitate communication, and promote business retention. The project includes commercial space that would expand employment.

   iii. 2.a-I-17 Foster community pride and growth through beautification of existing and future development. The project includes the demolition of older agricultural buildings and the construction of a contemporary designed commercial facility.

Conditional Use Permit
To approve the Conditional Use Permit, the following findings must be made pursuant to Milpitas Municipal Code Section XI-57-10.04(F):

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

   The proposed shared parking in conjunction with the restaurant use require the approval of a Conditional Use Permit. A restaurant use in the MP zoning district likewise requires a Conditional Use Permit.

a. *With respect to the shared parking to serve the proposed restaurant, the patrons of the restaurant are anticipated to be primarily individuals already on-site. The peak parking for the restaurant is consistent with the surrounding number of available parking spaces provided to the site's industrial uses. Given this, sufficient parking spaces are available for*

the restaurant without requiring the full number of spaces that would typically be allowed under the City's parking requirements. Allowing shared parking will reduce underutilized parking spaces and overdevelopment of the site and not be detrimental or injurious to property or improvements in the vicinity nor to the public health, safety, and general welfare;

b. With respect to the proposed restaurant, the position, size and proposed use will comply with City of Milpitas requirement to retain high levels of public health, safety and general welfare for the surrounding community, and therefore will not be detrimental or injurious to property or improvements in the vicinity nor to the public health, safety, and general welfare.

2. The proposed use is consistent with the Milpitas General Plan.

The proposed project is consistent with the underlying Industrial Park designation in that warehousing, manufacturing and offices are the main uses and the restaurant is a complimentary proposed use. The General Plan is supporting of this type of arrangement. The use of shared parking at the project is likewise consistent with the General Plan.

The project is consistent with Policies:

a. 2.a-I-3 Encourage economic pursuits which will strengthen and promote development through stability and balance. The project creates new commercial opportunities which supports the proposed larger commercial format.

b. 2.a-I-7 Provide opportunities to expand employment, participate in partnerships with local business to facilitate communication, and promote business retention. The restaurant represents a small commercial space that would cater to the surrounding businesses and employees.

3. The proposed use is consistent with the Milpitas Zoning Ordinance.

Shared parking arrangements may be approved under the Milpitas Zoning Ordinance after completion of a shared parking analysis. Applicant has commissioned such a shared parking analysis to comply with the City's parking regulations. Conditions of approval for the restaurant use ensures safety and public welfare are maintained.

The project includes a shared parking analysis to comply with the City's parking regulations. The proposed arrangement provides 1,032 surface parking spaces. The proposed project will eliminate the need for 58 surface parking spaces, which would otherwise be required for the proposed restaurant. The project would provide sufficient amounts of parking for the proposed uses.

The Milpitas Zoning Ordinance likewise allows for restaurant uses in the MP zoning district upon approval of a conditional use permit.

ENVIRONMENTAL REVIEW

Background

In 2009, the City of Milpitas certified an EIR (SC#2008092082) studying the McCarthy Ranch Mixed Use Project. The project before the Planning Commission this evening is a subset of the McCarthy Ranch Mixed Use Project. The City, as lead agency, has prepared an additional Initial Study, in line with the California Environmental Quality Act (CEQA) requirements (P-EA16-0004) to analyze the project. The Initial Study considered whether (1) substantial changes were proposed in the project which would require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) substantial changes occur with respect to the circumstances under which the project would be undertaken which would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect; or (3) new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete showed that (a) the project would have one or more significant effects not discussed in the EIR, (b) significant effects previously examined would be substantially more severe than those shown in the EIR, (c) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects, but the applicant declined to adopt the mitigation measure or alternative, or (d) mitigation measures or alternatives which would be considerably different from those analyzed in the EIR would substantially reduce one or more significant effects on the environment, but the applicant declined to adopt he mitigation measure or alternative, per CEQA Guidelines Section 15162. The Initial Study concluded that none of these conditions or circumstances existed. The proposed project will not have a significant impact on the environment due to the mitigation measures that have been attached to the project which will reduce the impacts to less than significant. Mitigation measures include those designed to address Air Quality, Biological Resources, Cultural Resources, Geology, Soils and Seismicity, Hydrological Resources and Utilities, Noise and Utilities and Service Systems. These mitigation measures have been added as Conditions of Approval and are part of the Mitigation Monitoring and Reporting Program (MMRP).

PUBLIC COMMENT/OUTREACH

Staff publicly noticed the application in accordance with City and State law requirements. Legal noticing includes posting in the local newspaper and sending letters to residents and property owners within 1,000 feet of the subject property. As of the time of writing this report, there have been no formal written comments submitted to the City.

RECOMMENDATION

STAFF RECOMMENDS THAT the Planning Commission:

1. Open and close the public hearing;
2. Adopt Resolution No. 16-017, recommending approval of the Site Development Permit, Conditional Use Permit, Tentative Map, and Environmental Assessment to the City Council, subject to the attached Conditions of Approval.

Attachments:

A. Resolution No. 16-017
B. Project Plans
C. Final EIR – Exhibit C Mitigation and Monitoring Report Program

PC RESOLUTION NO. 16-017

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MILPITASRECOMMENDING APPROVAL OF A SITE DEVELOPMENT PERMIT (P-SD15-0013), CONDITIONAL USE PERMIT (P-UP15-0018), TENTATIVE SUBDIVISION MAP (P-MT15-0012), AND ENVIRONMENTAL ASSESSMENT (P-EA16-0004) TO SUBDIVIDE THE PROPERTY, DEMOLISH EXISTING STRUCTURES, CONSTRUCT FIVE INDUSTRIAL BUILDINGS TOTALING 804,476 SQUARE FEET AND ONE 6,026 SQUARE FOOT RESTAURANT BUILDING ON A 44.17 ACRE SITE., AT 625 NORTH MCCARTHY BOULEVARD, APN'S 022-29-036 AND 022-29-037

WHEREAS, in 2009, the City of Milpitas, acting as the lead agency, certified an environmental impact report ('EIR') prepared to study the proposed McCarthy Ranch Mixed Use Project (State Clearinghouse No. 2008092082) pursuant to the California Environmental Quality Act ('CEQA,' codified at Public Resources Code §§ 21000, *et seq*., as further governed by the CEQA Guidelines, 14 California Code of Regulations §§ 15000, *et seq*.); and

WHEREAS, the EIR identified mitigation measures applicable to the McCarthy Ranch Mixed Use Project, and a Mitigation Monitoring and Reporting Program (MMRP) was therefore adopted to mitigate or avoid significant effects of that project on the environment and ensure compliance during project implementation; and

WHEREAS, on December 7, 2015, McCarthy Ranch, LLC, filed an application for a Site Development Permit, Conditional Use Permit, Tentative Subdivision Map, and Environmental Assessment (P-SD15-0013; P-UP15-0018; P-MT15-0012; P-EA16-0004) for a project representing one subset of the 2009 McCarthy Ranch Mixed Use Project. Specifically, applicant sought approval for the construction and operation of five industrial buildings (Building A - 314,195 sq. ft.; Building B – 136,785 sq. ft.; Building C- 122,361 sq. ft.; Building D – 131,482 sq. ft.; Building E – 99,653 sq. ft.) totaling 804,476 square feet and one restaurant building (6,026 square feet) on a 44.17 acre site, with single story, industrial buildings 49'feet at the maximum height and one restaurant 18 feet in height with new access points, outdoor vehicle circulation areas, parking for vehicles, truck and trailers, pedestrian trails, and landscaping (collectively, 'the Project'). (APN's 022-29-036 and 022-29-037); and

WHEREAS, the application includes a request to allow shared parking because the Project includes a combination of industrial and restaurant uses. The Project would provide 1,032 parking spaces, which is sufficient for the proposed project; and

WHEREAS, the City of Milpitas has determined that the Project is subject to CEQA. The City, as lead agency, has therefore prepared an Initial Study (Environmental Assessment P-EA16-0004) to analyze the Project. The Initial Study considered whether (1) substantial changes were proposed in the Project which would require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) substantial changes occur with respect to the circumstances under which the Project would be undertaken which would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of a

previously identified significant effect; or (3) new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete showed that (a) the Project would have one or more significant effects not discussed in the EIR, (b) significant effects previously examined would be substantially more severe than those shown in the EIR, (c) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects, but the applicant declined to adopt the mitigation measure or alternative, or (d) mitigation measures or alternatives which would be considerably different from those analyzed in the EIR would substantially reduce one or more significant effects on the environment, but the applicant declined to adopt he mitigation measure or alternative, per CEQA Guidelines Section 15162. The Initial Study concluded that none of these conditions or circumstances existed. The Initial Study further concluded that the project would have no new Potentially Significant Impacts, all impacts were adequately evaluated in the certified McCarthy Ranch Mixed Use Project EIR, and no additional environmental analysis is necessary; and

WHEREAS, a MMRP has been prepared and is attached as required by CEQA (Exhibit C incorporated by reference).

WHEREAS, a duly-noticed public hearing was held by the City of Milpitas Planning Commission on May 11th, 2016 on the subject application, at which time all those in attendance were given the opportunity to speak on this proposal; and

WHEREAS, the Planning Commission has considered all of the written and oral testimony presented at the public hearing in making its decision.

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

Section 1: The Planning Commission has considered the full record before it, which may include but is not limited to such things as the staff report, testimony by staff and the public, and other materials and evidence submitted or provided to it. Furthermore, the recitals set forth above are found to be true and correct and are incorporated herein by reference.

Section 2: The project's environmental impacts are addressed in the EIR prepared for the McCarthy Ranch Mixed Use Project. All applicable mitigation measures identified in the Final EIR will apply to the project and have been integrated to the extent pertinent in the Project's conditions of approval in Exhibit 1.

Section 3: In accordance with the City of Milpitas Municipal Code Section XI-10-57.03(F), Site Development Permit (General Findings), the Planning Commission further finds that:

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

   As shown on the project plans, the architectural features including contemporary fenestration, elevational accents, and building design will be integrated across the site maintaining a high level of design quality. Development on nearby properties within McCarthy Ranch exhibit

contemporary architectural features such as glass, steel, and plaster finishes with changes in color and variations in the horizontal planes of the buildings.

2. The project is consistent with the Milpitas Zoning Ordinance.

The project's Floor Area Ratio (0.42) is within the required thresholds of the underlying zoning district (which allows up to 0.50). The project is consistent with respect to development standards for the Industrial Park zoning district in terms of height, setbacks, and the City's parking ordinance.

3. The project is consistent with the Milpitas General Plan.

The proposed project is consistent with the underlying General Plan Industrial Park land use designation in that warehouse, manufacturing and offices are proposed. The project will encourage the economic pursuits of the City, providing opportunities and foster community pride and growth through development. The underlying land use designation allows up to 0.50 FAR; the project proposed an FAR of 0.42.

The project is consistent with Policies:

> *i. 2.a-I-3* Encourage economic pursuits which will strengthen and promote development through stability and balance. *The project creates new commercial opportunities at a location that is appropriate for that use, thereby strengthening and promoting development with a balance of uses.*
>
> *ii. 2.a-I-7* Provide opportunities to expand employment, participate in partnerships with local business to facilitate communication, and promote business retention. *The project includes large commercial spaces which expand employment within the City.*
>
> *iii. 2.a-I-17* Foster community pride and growth through beautification of existing and future development. *The project includes the demolition of older underused agricultural buildings and the construction of a contemporary designed commercial facility.*

4. The height will not be detrimental to the light, air or privacy of any other structure or use currently existing or anticipated.

The height maximum for this location in the zoning ordinance is 35 feet. The City's Municipal Code allows the height to exceed this maximum if the Planning Commission finds that the additional height will not be detrimental to light, air or privacy. Given the location, deep project setbacks, and surroundings of the project site, the additional height is appropriate and there will be no detrimental effects as to the light, air, or privacy of any other structure on surrounding development or on public spaces.

Section 4: In accordance with the Municipal Code Section XI-10-57.03(F), Site Development Permit (Signs Findings), the Planning Commission further finds that:

1. All elements of signs, including design, lighting, scale, length and materials, are consistent with the intent of the General Plan, the Sign Ordinance and any applicable Specific Plan.

   The project's proposed signs are in conformance with the design guidelines of the Sign Ordinance. The signs are smaller in size than would be allowed under the Sign Ordinance, and include a combination of sizes and locations on the proposed buildings.

2. The design, scale and materials of the sign harmonize with the architectural design and details of the building or site it serves.

   The proposed signs as shown on the project plans provide compatibility of size, location and continuity with other signs and buildings on-site. The signs include a combination of monument, wall and main building signs in a consistent and cohesive manner.

3. The design and scale of the sign is appropriate to the distance from which the sign is normally viewed.

   The proposed signs as shown on the project plans provide visibility and legibility and provide the appropriate relationship of scale and height to the building.

4. The design and materials of the sign provide a contrast between the background and letters.

   The proposed design and materials of the signs as depicted in the project plans provide contrast between the background and letters.

Section 5: In accordance with the Municipal Code Section XI-1-4.03, Tentative Map (Tentative Map Findings), the Planning Commission further finds that:

1. The design and improvement of the proposed subdivision conforms to the Milpitas General Plan.

   The proposed project is consistent with the underlying Industrial designation in that warehousing, manufacturing and offices are proposed. The underlying land use designation allows up to 0.50 FAR. The project proposes an FAR of 0.42 in line with the General Plan.

   The project is consistent with Policies:

i. *2.a-I-3* Encourage economic pursuits which will strengthen and promote development through stability and balance. *The project creates new commercial opportunities at a location that includes an underutilized agricultural format.*

ii. *2.a-I-7* Provide opportunities to expand employment, participate in partnerships with local business to facilitate communication, and promote business retention. *The project includes commercial space that would expand employment.*

iii. *2.a-I-17* Foster community pride and growth through beautification of existing and future development. *The project includes the demolition of older agricultural buildings and the construction of a contemporary designed commercial facility.*

Section 6: In accordance with the Municipal Code Section XI-10-57.04(F), Conditional Use Permit (Conditional Use Permit Findings), the Planning Commission further finds that:

1. *The proposed use, at the proposed location will not be detrimental or injurious to property or improvements in the vicinity nor to the public health, safety, and general welfare. A restaurant use in the MP zoning district likewise requires a Conditional Use Permit.*

   a. *With respect to the shared parking to serve the proposed restaurant, the patrons of the restaurant are anticipated to be primarily individuals already on-site. The peak parking for the restaurant is consistent with the surrounding number of available parking spaces provided to the sites industrial uses. Given this, sufficient parking spaces are available for the restaurant without requiring the full number of spaces that would typically be allowed under the City's parking requirements. Allowing shared parking will reduce underutilized parking spaces and overdevelopment of the site and will not be detrimental or injurious to property, or improvements in the vicinity nor to the public health, safety, or general welfare;*
   b. *With respect to the proposed restaurant, the position, size and proposed use will comply with City of Milpitas requirement to retain high levels of public health, safety and general welfare for the surrounding community, and therefore will not be detrimental or injurious to property or improvements in the vicinity nor to the public health, safety, or general welfare.*

2. The proposed use is consistent with the Milpitas General Plan.

   The proposed project is consistent with the underlying Industrial Park designation in that warehousing, manufacturing and offices are the main uses and the restaurant is a supporting and ancillary proposed use. The General Plan is supportive of this type of arrangement. The use of shared parking at the project is likewise consistent with the General Plan.

The project is consistent with Policies:

a. *2.a-I-3* Encourage economic pursuits which will strengthen and promote development through stability and balance. *The project creates new commercial opportunities which supports the proposed larger commercial format.*

b. *2.a-I-7* Provide opportunities to expand employment, participate in partnerships with local business to facilitate communication, and promote business retention. *The restaurant represents a small commercial space that would cater to the surrounding businesses and employees.*

3. The proposed use is consistent with the Milpitas Zoning Ordinance.

Shared parking arrangements may be approved under the Milpitas Zoning Ordinance after completion of a shared parking analysis. Applicant has commissioned such a shared parking analysis to comply with the City's parking regulations. Conditions of approval for the restaurant use ensures safety and public welfare are maintained.

The project includes a shared parking analysis to comply with the City's parking regulations. The proposed arrangement provides 1,032 surface parking spaces. The proposed project will eliminate the need for 58 surface parking spaces, which would otherwise be required for the proposed restaurant. The project would provide sufficient amounts of parking for the proposed uses.

The Milpitas Zoning Ordinance likewise allows for restaurant uses in the MP zoning district upon approval of a Conditional Use Permit.

Section 7: The Planning Commission of the City of Milpitas hereby recommends the City Council approve Site Development Permit, Tentative Map, Conditional Use Permit, and Environmental Assessment, subject to the above Findings, and Conditions of Approval attached hereto as Exhibit 1, the FEIR resolution attached hereto as Exhibit 2.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Milpitas on May 11th, 2016.

Sudhir Mandal

Chair

TO WIT:

I HEREBY CERTIFY that the following resolution was duly adopted at a regular meeting of the Planning Commission of the City of Milpitas on May 11th, 2016, and carried by the following roll call vote:

COMMISSIONER	AYES	NOES	ABSENT	ABSTAIN
Lawrence Ciardella	✓			
Hon Lien	✓			
Rajeev Madnawat	✓			
Sudhir Mandal	✓			
Zeya Mohsin	✓			
Gurdev Sandhu	✓			
Ray Maglalang	✓			
Demetress Morris			✓	

EXHIBIT 1

CONDITIONS OF APPROVAL

SITE DEVELOPMENT PERMIT NO. P-SD15-0013; CONDITIONAL USE PERMIT NO. P-UP15-0018; TENTATIVE SUBDIVISION MAP NO. P-MT15-0012; ENVIRONMENTAL ASSESSMENT P-EA16-0004:

625 NORTH MCCARTHY BOULEVARD, (APN'S 022-29-036 AND 022-29-037)

GENERAL CONDITIONS

1. General Compliance. The applicant and owner, including all successors in interest (collectively "Permittee") shall comply with each and every condition set forth in this Permit. This Development Permit NO. P-SD15-0013; Conditional Use Permit NO. P-UP15-0018; Tentative Subdivision Map NO. P-MT15-0012; and Environmental Assessment No. P-EA16-0004 (collectively "Permit") shall have no force or effect and no building permit shall be issued unless and until all things required by the below-enumerated precedent conditions have been performed or caused to be performed and this Resolution has been recorded by the Permittee with the Santa Clara County's Recorder Office and a copy shall be provided to the Planning Department. (P)

2. The Permittee shall develop the approved project in conformance with the approved plans (dated April 20, 2016), sample color and materials board approved by the City Council, in accordance with these Conditions of Approval. (P)

3. Modifications to project. Any deviation from the approved site plan, floor plans, or other approved submittal shall require that, prior to the issuance of building permits, the Permittee shall submit modified plans and any other applicable materials as required by the City for review and obtain the approval of the Planning Director or Designee. If the Planning Director or designee determines that the deviation is significant, the Permittee shall be required to apply for review and obtain approval of the Planning Commission, in accordance with the Zoning Ordinance. (P)

4. Conditions of Approval. As part of the issuance of building permits, the Permittee shall include within the first four pages of the working drawings for a plan check, a list of all conditions of approval imposed by the final approval of the project. **(P)**

5. Written Response to Conditions. The Permittee shall provide a written response to the Conditions of Approval indicating how each condition has been addressed with the building permit application submittal. **(ALL)**

6. Permit Expiration. Pursuant to Section XI-10-64.06 of the Milpitas Zoning Code, this Permit shall become null and void if the development is not commenced within two (2) years from the date of approval unless in conjunction with a tentative map, the term of which may be extended upon approval by the City or the filing of a final map, then the

term of the permits shall coincide with the life of the map. Pursuant to Section XI-10-64.06(B) of the Zoning Ordinance of the City of Milpitas, commencement is defined when the project:

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

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

8. Project Job Account. If at the time of application for building permit there is a project job account balance due to the City for recovery of review fees, the review of permits will not be initiated until the balance is paid in full. **(E)**.

9. Indemnification. Permittee, and its heirs, successors, and assigns, shall indemnify, defend with counsel of the City's reasonable choosing, and hold harmless City and its City Council, its boards and commissions, officials, officers, employees, and agents (the "Indemnified Parties") from and against any third party claim, action, or proceeding against City and/or the Indemnified Parties to attack, review, set aside, void, or annul the City's approval of DEVELOPMENT PERMIT NO. P-SD15-0013; CONDITIONAL USE PERMIT NO. P-UP15-0018; TENTATIVE SUBDIVISION MAP NO. P-MT15-0012; ENVIRONMENTAL ASSESSMENT NO. P-EA16-0004, including any environmental determination made therefore. This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, reasonable attorneys' fees, and other reasonable expenses incurred in connection with such claim, action, causes of action, suit or proceeding. Permittee shall pay to the City upon demand or, as applicable, on a monthly basis to counsel of City's reasonable choosing, amounts owed pursuant to the indemnification requirements prescribed in this condition, provided each such demand or monthly payment request includes reasonably detailed back-up documentation, including invoices and/or receipts, as applicable, for all amounts to be paid. Notwithstanding the foregoing, City shall have the right to redact invoices and/or receipts as necessary to preserve attorney-client privilege. City shall promptly notify Permittee of any claim, action, or proceeding and shall engage in reasonable efforts to cooperate in the defense. If City fails to so promptly notify Permittee, or if City fails to engage in reasonable efforts to cooperate in the defense, then the Permittee's indemnification obligations as set forth in this condition of approval shall thereafter terminate. Permittee shall not be required to pay or perform any settlement unless the settlement is approved by Permittee. The above indemnification is intended to be as broad as permitted by applicable law. To the extent the above indemnification is limited by Government Code Section 66474.9, any limitations shall only apply to DEVELOPMENT PERMIT NO. P-SD15-0013; CONDITIONAL USE PERMIT NO. P-UP15-0018; TENTATIVE SUBDIVISION MAP NO. P-MT15-0012;

ENVIRONMENTAL ASSESSMENT NO. P-EA16-0004, and the balance of the Permit shall be unaffected by said Government Code section. **(CA)**

10. Compliance with Fire Department and California Fire Code. Permittee shall comply with the requirements of the Milpitas Fire Department and the California Fire Code as adopted and amended by the City. Changes to the site plan and/or building(s) requires review and approval by the Fire Department. **(F)**

11. Fire Department apparatus and staff access shall be provided to all buildings and site. Detailed review will be done during construction permit process. CFC Section 503 **(F)**

    a. A minimum of two independent and approved (approved by the Fire Code Official) means of fire apparatus access shall be provided. Buildings or facilities exceeding 30 feet (9144 mm), or three stories in height, or 50,000 square feet (5760m2) shall be provided with at least two means of fire apparatus access for each structure. 2012 International Fire Code, Section D104.1, adopted and amended by MMC Section V-300-2.154.

    b. Fire apparatus access roads shall meet the Milpitas Fire Department turning radii guidelines and shall provide continuous apparatus travel. Turning radii for fire apparatus access roads shall be a minimum net clearance of 48 feet 6 inches for the outside radius and 28 feet 0 inches for the inside radius. The layout for the outside and the inside radius shall be from the same reference point (centre). California Fire Code Section 503.

    c. Except as noted herein, fire apparatus access roads shall provide a minimum clear width of 26 feet. This requirement is for the use and function of a fire ladder apparatus. International Fire Code, Appendix D, Sections D103.1 and D105, adopted and amended by Milpitas Municipal Code.

       An exception to this requirement is hereby granted for 24 feet fire access at front aisle parking drives (parallel to McCarthy Boulevard.)

    d. Fire apparatus access shall extend to within 150 feet of all portions of exterior walls of the building/structure per the California Fire Code Section 503.1. When there is a dead-end condition, means for fire apparatus turn-around shall be provided. The Fire Department reserves the right to request site design changes as needed to meet the requirements of the CFC, and/or make the request for additional fire protection measures in conformance with the CFC Section 102.9.

    e. Fire access roads shall be paved (concrete and/or asphalt cement, no other material is accepted). Fire apparatus access roads/lanes and emergency vehicle roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather capabilities. Design criteria shall be based on the City of Milpitas fire apparatus Sutphen S95 Aerial Platform unit. Please contact the Fire Prevention Division if specifications are needed. CFC Section

503.2.3

f. Ground structures (including landscape) and building projections shall not encroach or impede the fire apparatus access requirements. CFC Section 503.4.

PUBLIC ART

12. Prior to the issuance of a building permit, Permittee shall submit proof of meeting the Public Art Fund requirement under Milpitas Municipal Code Section XI-10-14. Permittee shall submit proof that ½ of one percent of the Building Development costs for the acquisition and installation of Publically Accessible Art has been met. **(P)**

SIGN PROGRAM

13. All future tenant signs shall meet the standards of the Sign Program or shall be reviewed and approved by the Building and Planning Departments prior to installation. **(P)**

ENGINEERING

14. A soil report shall be provided when applying for grading, site improvement and building permits. **(E)**

15. Paving of parking lot shall comply with Milpitas Municipal Code Section II-13-18. **(E)**

16. All non-structural concrete flat work shall be as per Milpitas Municipal Code Section II-13-17.05. **(E)**

17. Erosion control plan shall be submitted when applying for grading permit as per Milpitas Municipal Code Section II-13-10. **(E)**

18. Prior to issuance of building permit, all easements, including private storm drain easement through adjacent parcels, shall be recorded. **(E)**

19. Permittee shall include interim erosion control provisions and schedules on the construction plans for areas, which will not have permanent erosion control features installed (such as landscaping) prior to any occupancy so that erosion and sediment control can be sustained through the rainy season as per Milpitas Municipal Code Section II-13-11. **(E)**

20. Design Standards: All public improvements shall be designed and constructed in accordance with current Milpitas design Guidelines,(http://www.ci.milpitas.ca.gov/milpitas/departments/engineering/design-guidelines/), standard drawings and specifications, (http://www.ci.milpitas.ca.gov/milpitas/departments/engineering/plans-maps-specifications/) and Americans with Disabilities Act (ADA) requirements where applicable. **(E)**

21. Encroachment Permit: Prior to any work in the public right-of-way and/or public easement, obtain an encroachment permit with insurance requirements for all public

improvements, including a traffic control plan per the latest California Manual on Uniform Traffic Control Devices (MUTCD) standards to be reviewed and approved by the Engineering Department. **(E)**

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

22. Solid Waste and Recycling Handling Plan: Permittee shall submit final Solid Waste and Recycling Handling Plan based upon City's previous comments for City's review and approval by the Engineering Department. **(E)**

23. Stormwater Control Plan: Permittee shall submit third party certified final Stormwater Control Plan (SWCP) that complies with the latest Municipal Regional Stormwater NPDES Permit, including Low Impact Development (LID) Section C3.c.i.(2)(b) measures for harvesting and reuse, infiltration, or evapo-transpiration, for City's review and approval by the Engineering Department. **(E)**

24. Photometric Analysis: Permittee shall submit streetlight photometric analysis for City's review and approval by the Engineering Department along McCarthy Boulevard that meet the Illuminating Engineering Society of North America (IESNA), RP8, for roadway and sidewalk lighting standards and City standard design guidelines. **(E)**

25. Recycle Water Cross-Connection Specialist: In order to comply with the California Code of Regulations Title 17 and 22, and for timely plan approval by the California State Water Resources Control Board/Division of Drinking Water, as well as by the South Bay Water Recycling, Permittee must hire a certified cross-connection specialist for their consultation as to irrigation water system design and construction phasing. The name and contact information of the certified cross-connection specialist shall be provided on all submittal plans. **(E)**

26. Utilities: Permittee shall obtain approval of all utility engineering and design to ensure that any proposed public utility relocations on the project site, as well as within the public right-of-way, are acceptable to the City for perpetual operation/repair/ maintenance of City utilities and to optimize utility right-of-way management.

27. Submittal Requirements: Permittee to ensure that all plan check submittals are in accordance with City's submittal check list for each permit type, including but not limited to, payment of permit fees and/or fee deposit at the time of the submittal. **(E)**

28. Project Job Account/Fee Deposit: Permittee shall open a new PJ account as a deposit to cover the costs for Engineering Department's services for review and inspection of the project. The amount shall be at 10% of the public improvement cost estimates as prepared by the Permittee's engineer. **(E)**

29. Santa Clara Valley Water District (SCVWD) Approval: Permittee shall obtain and/or submit proof of requesting a permit from the SCVWD for any improvements or disturbances within the 15-foot wide vegetation/structure free/levee buffer zone shown on project plans. Permittee shall comply with the "Guidelines and Standards for Land Use Near Streams" developed by the Water Resources Protection Collaborative for on-site planting design and submit landscape plans to the SCVWD for their review and approval. Permittee shall also abandon existing private well in accordance with SCVWD's permit requirement. **(E)**

30. Modifications: The Site Development Plan dated April 20, 2016 is subject to change during the plan check stage based upon City's previous comments and conditions stated herein. **(E)**

31. Final Map Recordation: Permittee shall record the final map. (E)

32. Underground Existing Overhead: In accordance with Milpitas Municipal Code XI-1-7.02-2, Permittee shall underground existing overhead lines and remove the related poles within the proposed development and along the street frontages of the project site. The associated 10' PG&E pole line easement shall be quitclaimed prior to building permit issuance for Building A/D/E on Lot 1/5/6, unless otherwise approved by PG&E. **(E)**

33. Quitclaim Existing Easement: The existing pedestrian ingress/egress shall be quitclaimed prior to building permit issuance for Building E on Lot 6, if not quitclaimed as part of the final map. **(E)**

34. Sanitary Sewer Calculations: Permittee shall submit a completed "Sewer Needs Questionnaire" form and sanitary sewer calculations to justify lateral size design and allocation of discharge for each of the lateral. (E)

35. Storm Drain Design: Permittee shall submit storm drain hydrology and hydraulic calculations based upon a 10-year storm event to justify the size of the storm drain lateral flowing full, without surcharging the main line pipe, and to be reviewed and approved by the Engineering Department. **(E)**

36. Storm Water Control Plan Operation & Maintenance: Permittee shall incorporate design details into applicable construction plans in accordance with City approved Storm Water Control Plan ('SWCP'). Permittee shall execute and record an Operation and Maintenance (O&M) Plan associated with the SWCP, including perpetual maintenance of treatment areas/units, as reviewed and accepted by the Engineering Department. The O&M Plan shall describe operation and maintenance procedures needed to ensure that treatment Best Management Practices (BMPs) and other storm water control measures continue to work as intended and do not create a nuisance (including vector control). The O&M Plan shall include the Permittee's signed statement accepting responsibility for maintenance until the responsibility is legally transferred. **(E)**

37. Domestic Water and Fire Service Calculations: Permittee shall submit potable water and fire service calculations to confirm adequacy of lateral size, pressure and flow, to be reviewed and approved by the Engineering Department and Fire Department. Hydraulic modeling analysis by the City and paid by the Permittee may be required as needed. **(E)**

38. Water Supply and Force Majeure. The City reserves the right to suspend the issuance of building permits in case of an emergency declaration of water supply in the case of a major catastrophic event that restricts City's assurance to provide water supply. In the event the issuance of building permits are suspended due to lack of available water supplies, the period of time set forth as the term for any vesting tentative map in Government Code Section 66452.6(a)(1) shall be tolled for up to five years until said suspension is terminated. **(E)**

39. Recycle Water Approval: Permittee shall use recycled water for landscape irrigation purposes, except for the interior courtyard/podium areas within the building footprint where the potable water shall be used for irrigation. Permittee shall comply with California Code of Regulations (CCR), Title 22, Division 4, Chapter 3, titled *"Water Recycling Criteria"*, CCR, Title 17, Division 1, Chapter 5, Subchapter 1 titled *"Drinking Water Supply* "and all other recycled water regulations as listed under the publication titled *"CALIFORNIA DEPARTMENT OF PUBLIC HEALTH REGULATIONS RELATED TO RECYCLED WATER JUNE 18, 2014*". Permittee shall obtain approval from the California State Water Resources Control Board/Division of Drinking Water, South Bay Water Recycling and the City for recycled water design, including but not limited to on-site irrigation design, based upon South Bay Water Recycling Guidelines and City of Milpitas Supplemental Guidelines. All landscape plants shall be compatible with recycled water. **(E)**

40. Water Efficient Landscapes: Permittee shall comply with Milpitas Municipal Code Title VIII, Chapter 5 Water Efficient Landscapes for landscape design, including but not limited to, providing separate water meters for domestic water service and irrigation service and providing applicable landscape documentation package. **(E)**

41. Dewatering. If dewatering is needed during construction, Permittee shall obtain a Short-Term Industrial Wastewater Permit from the San Jose/Santa Clara Water Pollution Control Plant for discharging the groundwater to a sanitary sewer system. **(E)**

42. Solid Waste and Recycling Facility Design: Permittee shall comply with all applicable City design guidelines/details associated with haul route, turning radius, vertical and horizontal clearance, trash enclosure location and size, staging area, storage area, etc. **(E)**

    a) Recycling Report Prior to Demolition Permit Issuance: Permittee shall submit Part I of a Recycling Report on business letterhead to the Building Department, for forwarding to the Engineering Department for review and approval. The report shall describe the following resource recovery activities:
        i. What materials will be salvaged.

ii. How materials will be processed during demolition.
iii. Intended locations or businesses for reuse or recycling.
iv. Quantity estimates in tons (both recyclable and for landfill disposal).

Estimates for recycling and disposal tonnage amounts by material type shall be included as separate items in all reports to the Building Division before demolition begins.
Permittee shall make every effort to salvage materials for reuse and recycling, and shall comply with the City's demolition and construction debris recycling ordinance.

43. Recycling Report Prior to Building Permit Issuance: Permittee shall submit Part II of the Recycling Report to the Building Department, for forwarding to the Engineering Department. Part II of the Recycling Report shall be supported by copies of weight tags and/or receipts of "end dumps." Actual reuse, recycling and disposal tonnage amounts (and estimates for "end dumps") shall be submitted to the Building Department for approval by the Engineering Department prior to inspection by the Building Department. **(E)**

44. Grease Interceptor: Provide grease interceptors for building with food service. Contact SJ/SC WPCP Senior Source Control Inspector at (408)277-3897 for sizing and location requirements for grease interceptor(s). No grease interceptor(s) shall be located in any public right-of-way or public easement areas. **(E)**

45. Monument Signage: All monument signs shall not be located within any easements and shall be in compliance with City Standard Detail No. 405 for Corner Sight Distance at Intersections and Driveways. **(E)**

The following conditions shall be addressed during the final map plan check process and shall be met **prior to** final map approval/recordation.

46. Easements on the Final Map: Permittee shall depict all existing easements to remain based upon current preliminary title report and depict new easements on the final map. **(E)**

47. Dedication on the Final Map: Permittee shall dedicate necessary emergency vehicle access easements, public service utility easements, street easements, public access easement and other public easements deemed necessary for the project. **(E)**

48. Abandonment/Quitclaim Easements: Permittee shall abandon/quit claim existing easements that are in conflict with or unnecessary for the project. **(E)**

49. Private Easements: Permittee shall reserve private easements as needed, such as cross-lot private utilities and reciprocal access and parking. **(E)**

50. Utility Company Approval: Permittee shall obtain approval letters from utility companies, such as PG&E, AT&T and Comcast/AT&T Broadband, for abandonment of existing and dedication of new public service utility easements. **(E)**

51. Demolition of Existing Building: Permittee shall demolish existing buildings/facilities that are in conflict with the new property lines. **(E)**

52. Dedication to SCVWD: Concurrent with the final map recordation, Permittee shall record a separate instrument for offer of dedication of a 15-foot wide vegetation/structure free/levee buffer zone as required by the SCVWD and to be accepted by the SCVWD. **(E)**

53. Concurrent Off-site Plan Reviews: Permittee shall submit separate off-site improvement plans for City's review and ready to be approved by the Engineering Department. **(E)**

54. Subdivision Improvement Agreement and Securities: Permittee shall execute a Subdivision Improvement Agreement (SIA) and provide improvement securities in accordance with Milpitas Municipal Code Title XI, Section 17, and submit all other supplemental documents as stipulated in the SIA (such as certificate of insurance). **(E)**

55. Development Fees: Permittee shall submit the following items with building permit application and pay the related fees at the time of building permit issuance. Permittee shall pay the following development fees based upon current fee rate and those fee rates are subject to change. The following fees are estimates only; the exact fee amount will be calculated at the time of the building permit submittal. **(E)**

    a) Storm water connection fee at $21,562/acre for commercial/industrial.
    b) Water connection fee at $5.97/gpd for non-residential, based upon increased water usage.
    c) Sewer connection fee at $8.52/gpd for non-residential, based upon increased average wastewater flow.
    d) Treatment plant fee pursuant to Milpitas Municipal Code, Title VIII, Chapter 2, Section 7.04.
    e) Calaveras Boulevard widening traffic impact fee pursuant to City Resolution No. 7894.
    f) 2.5% of applicable fees in accordance with City Resolution No. 7590 as Permitting Automation Fee.

    These fees are collected as part of the secured public improvement agreement. The agreement shall be secured for an amount equal to 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 and materials.

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

56. Development Fees: Specific Improvements: In addition to standard public improvements required under Milpitas Municipal Code Title XI, Chapter 1, Section 7, Permittee shall install other specific improvements listed below including incidental improvements as required by the City as part of the encroachment permit. **(E)**

a) Installation of separate water meter and utility service laterals (potable water, fire service and sanitary sewer) for each building/lot, respectively, except irrigation system.
b) Installation of lot-independent grading and storm drain system (without cross-lot drainage), unless otherwise approved by the City Engineer.
c) Installation of radio-transmitted water meters with a meter antenna, any repeaters or transmitters as needed with dedicated power supplies at no cost to the City at locations acceptable to the City to ensure accurate and timely reception of meter readings. Permittee shall execute a recorded instrument providing dedicated space, access rights and dedicated power supplies to the City for operation/maintenance/repair/replacement of subject radio antenna.
d) Provision of pipe assessment report/video footage for the conditions of existing public utility service laterals. Permittee shall replace the existing utility service laterals as determined by the City.

57. Abandonment of Existing City Utilities: Permittee shall cap, abandon or remove any unused existing public utilities based upon City's Abandonment Notes and to the City's satisfaction. **(E)**

58. Relocation and Adjustment of Existing Public Utilities: Permittee shall relocate and/or adjust existing public utilities as needed that are in conflict with the proposed improvements. **(E)**

59. Water Service Agreement: Permittee shall complete a water service agreement to obtain water service. **(E)**

The following conditions shall be complied with at all times **during** the construction phase of the project.

60. On-site Recycle Water Coordination: Permittee's cross-connection specialist shall coordinate the phasing of the construction; facilitate the cross-connection testing in order to minimize the impact for occupied buildings during cross-connection testing; sign-off before the water meter set; coordinate on-site construction inspection; complete the site inspection; fill out required paperwork/questionnaire; and provide them to the City for forwarding to South Bay Water Recycling. **(E)**

61. Prohibition of Potable Water Usage: Permittee shall use recycled water for construction purpose including dust control and compaction. Permittee shall comply with Milpitas Municipal Code Section VIII-6-5.00 and 6-6.00 where potable water usage is prohibited, unless otherwise approved by the City Council. **(E)**

62. Construction Staging and Employee Parking: Permittee shall place all construction related materials, equipment, and arrange construction workers parking on-site and not located in the public right-of-ways or pubic easements. **(E)**

The following conditions shall be met **prior to** first building occupancy on any lot, unless otherwise approved the Director of Engineering/City Engineer.

63. Completion of Public Improvements: Permittee shall complete all public improvements, including but not limited to, all applicable mitigation measures, curb, gutter, new sidewalk installation, surfacing of the entire street width along the project frontage, signage and striping, street lights, and fire hydrants, along the frontage of McCarthy Boulevard as part of phase 1. **(E)**

64. Landscape Certificate of Substantial Completion: Permittee shall submit a Certificate of Substantial Completion that complies with the Milpitas Municipal Code Water Efficient Landscapes ordinance for each of the construction phase. **(E)**

65. Certificate of Cross-Connection: Permittee shall ensure that the cross-connection specialist complete the required recycled water construction inspection checklist, cross connection test results and any special inspection checklist as required by the South Bay Recycling Program (http://www.sanjoseca.gov/index.aspx?NID=1595_) and forward them to the City for each construction phase. **(E)**

66. Record Drawings: Permittee shall submit record drawings in pdf format for City records. **(E)**

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

68. Assessment District: This project is located within the Landscaping and Lighting and Maintenance Assessment District No. 95-1, therefore, is subject to special tax. **(E)**

69. Restaurant. Permittee is authorized to operate a restaurant in Building F. This use has been authorized by the issuance of a Conditional Use Permit, and continued operation of said restaurant shall depend on the continued observance of all conditions set forth herein.

70. Shared Parking: Shared parking to serve the restaurant use at the project site has been approved so as to allow a reduction of the parking spaces from parking spaces that would otherwise be required. The required vehicular parking for the entire project is therefore 1,032 spaces. The shared parking spaces shall be located within 300' of the restaurant space. Permittee shall provide clear, safe pedestrian connections from the shared spaces to the restaurant.

71. Unless exceptions thereto are specifically authorized herein, Permittee shall comply with all applicable provisions of the Milpitas General Plan, the Milpitas Municipal Code, and all other City standards and regulations.

72. Unless otherwise noted and except as set forth in Government Code Section 66474.2, City ordinances and other applicable law shall mean the requirements in effect at the time of building permit issuance.

Environmental Impact Report (EIR) Mitigation Measures

The following are the applicable mitigation measures from the certified EIR. The following mitigation measures shall be complied with in accordance with the adopted Mitigation Monitoring and Reporting Program approved by the Planning Commission in Resolution 16-017 and attached as Exhibit 2 to this Resolution.

AIR QUALITY

Mitigation Measure AQ-1: *BAAQMD Required Dust Control Measures.* The construction contractor shall reduce construction-related air pollutant emissions by implementing BAAQMD's basic fugitive dust control measures, including:

a) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
b) All haul trucks transporting soil, sand, or other loose material off site shall be covered.
c) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
d) All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
e) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
f) A publically visible sign shall be posted with the telephone number and person to contact at the Site Superintendent regarding dust complaints. This person shall respond and take corrective action with 48 hours. The Air District's phone number and Lead Agency contact information shall also be visible to ensure compliance with applicable regulations.

Mitigation Measure AQ-2: *BAAQMD Required Basic Exhaust Emissions Reduction* Measures. The construction contractor shall implement the following measures during construction to reduce construction-related exhaust emissions:

a) Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.

b) All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

Mitigation Measure AQ-3: *BAAQMD Regulation 8, Rule 3 for Architectural Coatings.* Emissions of volatile organic compounds (VOC) due to the use of architectural coatings are regulated by the limits contained in Regulation 8: Organic Compounds, Rule 3: Architectural Coatings (Rule 8-3). The VOC architectural coating limits, which were effective on January 1, 2011, was projected to result in a 32 percent reduction of VOC emissions in the Bay Area associated with architectural coating applications. The project contractor shall use paints and solvents with a VOC content of 100 grams per liter or less for interior and 150 grams per liter or less for exterior surfaces.

Mitigation Measure AQ-4: *Implement Enhanced Exhaust Emissions Reduction Measures.* The construction contractor shall implement the following measures during construction to further reduce construction-related exhaust emissions:

All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:

1. Where access to alternative sources of power are available, portable diesel engines shall be prohibited; and
2. All off-road equipment shall have:
   a. Engines that meet or exceed either USEPA or CARB Tier 2 off-road emission standards, and;
   b. Engines that are retrofitted with a CARB Level 2 Verified Diesel Emissions Control Strategy (VDECS). Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such are available.

BIOLOGICAL RESOURCES

Permittee shall comply with all biological resources mitigation measures outlined within the certified EIR within the Mitigation Monitoring and Reporting Program, attached as Exhibit 2 to this Resolution.

CULTURAL RESOURCES

Permittee shall comply with all cultural resources mitigation measures outlined within the certified EIR within the Mitigation Monitoring and Reporting Program, attached as Exhibit 2 to this Resolution.

GEOLOGY, SOILS, AND SEISMICITY

Permittee shall comply with all geology, soils, and seismicity mitigation measures outlined within the certified EIR within the Mitigation Monitoring and Reporting Program, attached as Exhibit 2 to this Resolution.

HYDROLOGY AND WATER QUALITY
Permittee shall comply with all hydrology and water quality mitigation measures outlined within the certified EIR within the Mitigation Monitoring and Reporting Program, attached as Exhibit 2 to this Resolution.

NOISE
Permittee shall comply with all noise mitigation measures outlined within the certified EIR within the Mitigation Monitoring and Reporting Program, attached as Exhibit 2 to this Resolution.

UTILITIES AND SERVICE SYSTEMS
Permittee shall comply with all utilities and service systems mitigation measures outlined within the certified EIR within the Mitigation Monitoring and Reporting Program, attached as Exhibit 2 to this Resolution.

Notes:
(P) = Planning
(B) = Building
(E) = Engineering
(F) = Fire Prevention
(PD) = Police

NOTICE OF RIGHT TO PROTEST

The Conditions of Project Approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d)(1), these Conditions constitute written notice of a statement of the amount of such fees, and a description of the dedications, reservations, and other exactions. You are hereby further notified that the 90-day approval period in which you may protest these fees, dedications, reservations, and other exactions, pursuant to Government Code Section 66020(a), began on date of adoption of this resolution. If you fail to file a protest within this 90-day period complying with all of the requirements of Section 66020, you will be legally barred from later challenging such exactions.

AGREEMENT

Permittee/Property Owner

The undersigned agrees to each and every condition of approval and acknowledges the NOTICE OF RIGHT TO PROTEST and hereby agrees to use the project property on the terms and conditions set forth in this resolution.

Dated: _____ _____

Signature of Permittee

PLANNING SUBMITTAL DRAWINGS FOR:

McCARTHY CREEKSIDE

NORTH McCARTHY BOULEVARD
CITY OF MILPITAS, CALIFORNIA

SITE PERSPECTIVE, BUILDING E AS VIEWED FROM THE NORTH EAST

PROJECT NARRATIVE:

Site: The project site is located at the west side of North McCarthy Boulevard, north of Ranch Drive in the City of Milpitas, California. The 44.17 acre site currently has several agricultural buildings a few small residences. Other than these existing structures the site is undeveloped.

Buildings: The project plan proposes 5 industrial buildings and 1 QSR building totaling 810,274 square feet. The industrial buildings will be constructed primarily of site cast, tilted concrete panels with a variety of architectural enhancements. The typical wall panels are to be enhanced with reveals and either a textured elastomeric coating in a multicolored paint pallet or a simulated cast-in-place concrete finish. The areas around the building entries are also enhanced with tinted glazing in aluminum frames with 12" deep shadow casting aluminum light shelves, foam banding and steel c-channels painted white. The placement of these enhancements is focused at those locations most visible from the public roadways, the primary building entries and the secondary entries. The QSR building will be constructed of wood or metal studs with a cement plaster finish, storefront window systems, cast-in-place concrete seat walls, a steel c-channel painted white and a stone veneer faced entry element. The QSR building requires a use permit and drive through requires a special use permit and those are being requested as a part of this submittal. The QSR area totals 6,015 s.f. and can accommodate up to 4 restaurant tenants. The anticipated hours of operation are between 7am and 7 pm Monday through Friday. The total anticipated employee count is 6,015 s.f. of total area x 25% non-seating area = 1,504 s.f. at 1 employee per 100 s.f. = 15 employees. Total seating area is 2,153 s.f. of outdoor seating + 6,015 s.f. x 75% = 2,153 + 4,511 = 6,664 s.f. of seating area. Per zoning code table 53.01-91 H Restaurants, with indoor & outdoor seating, 1 parking stall per 39 s.f. = 6,664 / 39 = 171 spaces required. Building F has 38 dedicated stalls shown. A parking reduction is requested because it is the belief of the project proponent and design team that most of the restaurant customers will already be parked on the site at other buildings (where they are employed). With 38 dedicated stalls on its own parcel, building F's parking exceeds a 6/1000 parking ratio. Buildings A, B, C, D and E have the potential for a future mezzanine level and the possibility of future wet manufacturing. Should wet manufacturing occur it shall comply with any requirements.

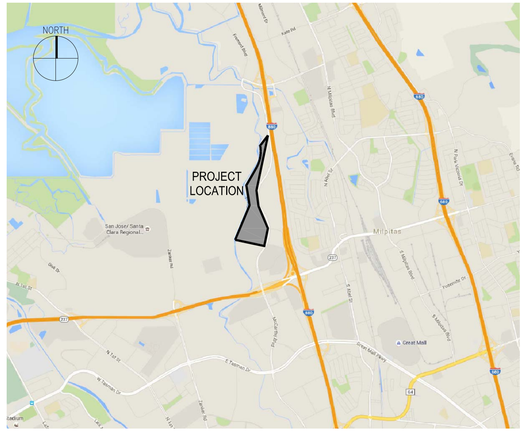
Site Access and Parking: Five site entrance drives are proposed on North McCarthy Boulevard. Each site entrance drive will be enhanced with an area of pigmented and stamped asphalt. The site plan proposes a total of 52 semi-trailer parking stalls and 1,042 vehicle parking stalls for employees and or customers.

Signage: The proposed signage in this submittal includes 10 site monument signs, a project monument sign at the north east corner of building A and criteria for future tenant signage. See site plan sheet A01.1, signage sheets A01.7 & A01.8 and Exterior Elevation sheets A03.1 - A03.6. If future tenant signage deviates from the signage criteria (sign program) noted within this submittal, a separate sign permit will be required.

Landscaping: The project will be fully landscaped using plants appropriate for and indigenous to the City of Milpitas. Low water use plants will be used extensively, while moderate water use plants will be concentrated at accent points, such as driveways and building entries. Dense tree plantings are proposed at the south property line to completely screen the loading areas at the south side of building A. For further landscaping design information, see "Design Notes" on the LP Preliminary Landscape Plan.

Sustainable Materials & Construction Practices: The project will incorporate a variety of sustainable materials and construction practices to include the following: 1) A storm water pollution prevention plan to minimize contamination, erosion, and dust pollution during construction. All storm water runoff from impervious surfaces (roofs and paving) will be routed through a specially designed water quality detention and treatment basin. Additionally, on-site detention will be provided to meet the City of Milpitas standards. 2) Incorporating Energy Star rated products in any tenant improvement work. 3) Storage and collection of recyclable materials. 4) Construction waste management. 5) Environmental tobacco smoke control. 6) Heat reflecting roof membranes. 7) Light pollution reduction. 8) Water efficient landscaping. 9) Recycled water for irrigation. 10) Water use reduction methods. 11) Low VOC emitting sealants, adhesives, coatings, floorings, and wood materials. 12) Roof structures designed to accommodate additional weight for roof-top photovoltaic electricity generation panel arrays. 13) Conduits, rings and strings will be provided for future potential electric vehicle charging stations at each building. 14) The project architect is a LEED accredited professional and will apply his knowledge of LEED techniques and practices to the project design and construction.

VICINITY MAP:



PROJECT TEAM:

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OWNER'S PROJECT MANAGER:
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A02.6	FLOOR PLAN - BUILDING F	C1.9	DEMOLITION PLAN	C4.1	UTILITY PLAN	C6.5	STORMWATER TREATMENT TABLE
A03.1	EXTERIOR ELEVATIONS - BUILDING A *	C1.10	DEMOLITION PLAN	C4.2	UTILITY PLAN	LP	PRELIMINARY LANDSCAPE PLAN *
A03.2	EXTERIOR ELEVATIONS - BUILDING B *	C1.11	DEMOLITION PLAN	C4.3	UTILITY PLAN	LI-1.1	BUILDING A IRRIGATION EAST
A03.3	EXTERIOR ELEVATIONS - BUILDING C *	C1.12	DEMOLITION PLAN	C4.4	UTILITY PLAN	LI-1.2	BUILDING A IRRIGATION WEST
A03.4	EXTERIOR ELEVATIONS - BUILDING D *	C1.13	DEMOLITION PLAN	C4.5	UTILITY PLAN	LI-1.3	BUILDING B IRRIGATION PLAN
A03.5	EXTERIOR ELEVATIONS - BUILDING E *	C2.0	VESTING TENTATIVE MAP PLAN	C4.6	UTILITY PLAN	LI-1.4	BUILDING C IRRIGATION PLAN
A03.6	EXTERIOR ELEVATIONS - BUILDING F *	C2.1	VESTING TENTATIVE MAP PLAN	C4.7	UTILITY PLAN	LI-1.5	BUILDING D IRRIGATION WEST
A04.1	ROOF PLAN - BUILDING A	C2.2	VESTING TENTATIVE MAP PLAN	C4.8	UTILITY PLAN	LI-1.6	BUILDING D IRRIGATION EAST
A04.2	ROOF PLAN - BUILDING B	C2.3	VESTING TENTATIVE MAP PLAN	C4.9	UTILITY PLAN	LI-1.7	BUILDING E IRRIGATION PLAN
A04.3	ROOF PLAN - BUILDING C	C2.4	VESTING TENTATIVE MAP PLAN	C4.10	UTILITY PLAN	LI-1.8	BUILDING F IRRIGATION PLAN
A04.4	ROOF PLAN - BUILDING D	C2.5	VESTING TENTATIVE MAP PLAN	C4.11	UTILITY PLAN	L3.0	DETAILS
A04.5	ROOF PLAN - BUILDING E	C2.6	VESTING TENTATIVE MAP PLAN	C4.12	UTILITY PLAN		
A04.6	ROOF PLAN - BUILDING F	C2.7	VESTING TENTATIVE MAP PLAN	C4.13	UTILITY PLAN		
A05.1	BUILDING CROSS SECTIONS - BUILDING A	C2.8	VESTING TENTATIVE MAP PLAN	C5.0	STORMWATER CONTROL PLAN		
A05.2	BUILDING CROSS SECTIONS - BUILDING B	C2.9	VESTING TENTATIVE MAP PLAN	C5.1	STORMWATER CONTROL PLAN		
A05.3	BUILDING CROSS SECTIONS - BUILDING C	C2.10	VESTING TENTATIVE MAP PLAN	C5.2	STORMWATER CONTROL PLAN		
A05.4	BUILDING CROSS SECTIONS - BUILDING D	C2.11	VESTING TENTATIVE MAP PLAN	C5.3	STORMWATER CONTROL PLAN		
A05.5	BUILDING CROSS SECTIONS - BUILDING E	C2.12	VESTING TENTATIVE MAP PLAN	C5.4	STORMWATER CONTROL PLAN		
A05.6	BUILDING CROSS SECTIONS - BUILDING F	C2.13	VESTING TENTATIVE MAP PLAN	C5.5	STORMWATER CONTROL PLAN		

* INDICATES A SHEET WITH COLOR IMAGES. NOT ALL SETS INCLUDE COLOR IMAGES.

SUPPLEMENTAL DOCUMENTS:
1. COLOR AND MATERIAL BOARD
2. ANIMATION LINK:
https://youtu.be/_LMzaX4u-w4

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PLANNING SUBMITTAL FOR:

McCARTHY CREEKSIDE

NORTH McCARTHY BOULEVARD,
CITY OF MILPITAS, CALIFORNIA

PROJECT DEVELOPER / OWNER:

McCARTHY RANCH

15425 LOS GATOS BLVD SUITE 102,
LOS GATOS CA, 95032

approved for the owner by :

approved for the architect by :

issue :	description :	date :
A	PLANNING SUBMITTAL	12-08-15
B	NORTH DRIVEWAY REVISION	01-06-16
C	DRIVEWAY REVISIONS	02-02-16
D	DRIVEWAY REVISIONS	02-09-16
E	PLANNING RESUBMITTAL	02-18-16
F	SCVWD REVISIONS	03-15-16
G	PLANNING RESUBMITTAL	04-20-16

drawn by : DD plot date : 04-20-16

checked by : JDL

stamp

LICENSED ARCHITECT
JEFFREY D. LEONHARDT
NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

scale : AS NOTED

project number : 15426.00

COVER SHEET

sheet no. :

A00.1

WASTE GENERATION INFORMATION:

CalRecycle

Waste Characterization

Estimated Solid Waste Generation Rates

NOTE: More recent estimates for waste disposal, diversion, and generation rates are available for a limited number of business groups. They can be found in Table 2 of CalRecycle's *2006 Waste Disposal and Diversion Findings for Selected Industry Groups.*

The data on this page is not official CalRecycle data; please read our disclaimer and background information.

Also see listings for Commercial / Institutional / Residential / Service establishments.

Waste Generation Source	Gen. Rate	Units of Measure	Source Date	Source	Notes
Industrial	8.93	lb/employee/day	2006	City of Los Angeles CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles.	Does not include generation of construction debris
Industrial	62.5	lb/1000 sq ft/day	Apr. 1993	Draft Environmental Impoact Report (EIR) for South Gate Commercial Corridors Redevelopment Project	EIR cites City of LA Manual for Private Projects (rate for manufacturing uses)
Industrial	5	lb/1000 sq ft/day	Apr. 1992	Stevenson Ranch Draft EIR (Phase IV) , LA County	EIR cites source as Ultrasystems
Industrial	0.006	lb/sq ft/day	Dec. 1991	Draft EIR for North Hills Development (Santa Clarita)	EIR cites City of LA Bureau of Solid Waste, 1989, as source
Industrial	3	lb/employee /1000 sq ft/day	Jan. 1996	Draft Program EIR for Rye Canyon Business Part, Santa Clarita	EIR cites SWANA Tech. Bull. 85-6; Recovery Sciences, 1987; and Santa Clarita SRRE, 1990
Light industrial	41.64	lb/employee/day	Aug. 1992	Co. of Los Angeles Dept. of Regional Planning, Vesting Tentative Tract No. 47905, etc.	Cites City of LA Dept. of City Planning document "EIR Manual for Private Projects" as source
Manufacturing/ warehouse	1.42	lb/100 sq ft/day	May 1997	Guide to Solid Waste and Recycling Plans for Development Projects (Santa Barbara County Public Works Department)	Cites SWANA Tech. Bull. 85-6; Recovery Sciences, 1987; and Matrix Mgmt Group, "Best Management Practices Analysis for Solid Waste"
Transportation./ communication/ utilities	1.4 9.2	lb/100 sq ft/day lb/employee/day	May 1997	Guide to Solid Waste and Recycling Plans for Development Projects (Santa Barbara County Public Works Department)	Cites SWANA Tech. Bull. 85-6; Recovery Sciences, 1987; and Matrix Mgmt Group, "Best Management Practices Analysis for Solid Waste"
Warehouse	13.82	lb/emp/day	Jul. 1993	Final Report: 1992 Washington State Waste Characterization Study: Volume 3: Generator	

Waste Generation Source	Gen. Rate	Units of Measure	Source Date	Source	Notes
Restaurant	1	lb/seat/day	Apr. 1992	Stevenson Ranch DEIR (Phase IV), LA County	EIR cites source as Ultrasystems; assumes 50% of restaurant is seating and 16 SF/seat
Restaurant	0.005	lb/sq ft/day	Dec. 1991	Draft EIR for North Hills Development (Santa Clarita)	EIR cites City of LA Bureau of Solid Waste, 1989, as source
Restaurant (fast food)	17	lb/employee /day	May 1997	Guide to Solid Waste and Recycling Plans for Development Projects (Santa Barbara County Public Works Department)	Cites SWANA Tech. Bull. 85-6; Recovery Sciences, 1987; and Matrix Mgm: Group, "Best Management Practices Analysis for Solid Waste"

CalRecycle does not officially endorse any of the waste generation rates in the preceding table, and cannot validate their accuracy. However, they may be useful in providing a general level of information for planning purposes.

The table contains information extracted from various sources, which are cited. Please note that several of the documents listed were developed by city or county planning or environmental departments. Your city or county planning or environmental agency may be a source of information for a local project.

Waste Generation Rates Home

Last updated: January 16, 2013
Solid Waste Characterization, http://www.calrecycle.ca.gov/WasteChar/
Contact: Wastechar@calrecycle.ca.gov

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THE FOLLOWING CODE SECTIONS SHALL BE ADDRESSED ON FUTURE BUILDING PERMIT SUBMITTALS:

ARCHITECTURAL COMMENTS
Industrial buildings and restaurant building:

a) Applicable codes shall be 2013 CBC, CMC, CEC, CPC, Green Building Standards Code, California Energy Code and 2014 Milpitas Municipal Code.
b) Engineer or Architect licensed in the State of California shall prepare the plans. Structural design calculations and plans shall be wet signed and stamped when applying for a building permit.
c) Applicant shall apply for new building addresses prior to submitting for building permit.
d) Buildings area and height shall not exceed allowable as per 2013 CBC sec.503.1.
e) Exterior walls rating shall comply with 2013 CBC Table 602. Exterior walls shall be provided with parapets as per 2013 CBC sec.705.11.
f) Protection of openings shall comply with 2013 CBC section 705.8 and Table 705.8.
g) Roofing material shall be as per 2013 CBC, Table 1505.1.
h) Two required exit doors shall be placed a distance apart equal one half of the diagonal dimension of the area served or one-third of the diagonal dimension in fire sprinkled buildings as per 2013 CBC sec. 1015.2.1.
i) Provide exit signs when two exits are required per 2013 CBC section 1011.1 and 1011.3.
j) Required separation in buildings with separated mixed occupancies shall be per 2013 CBC sec.508.

Restaurant building:
k) Obtain permits from Health Department and Water Pollution Control prior to applying for a Building permit.
l) In the assembly occupancy doors shall swing in the direction of exit as per 2013 CBC, Sec. 1008.1.2.
m) Exit doors from the assembly occupancy shall be provided with panic hardware as per 2013 CBC sec. 1008.1.10 and exit signs as per sec. 1011.1.
n) Separate toilet facilities shall be provided for each sex when total number of customers served and employees exceeds 10 as per 2013 CPC sec. 422.2.
o) Exiting from group A occupancy with occupant load over 300 shall comply with 2013 CBC sec.1028.2 for main exit and 1028.3 for side exits. Main exit shall front on a street or an unoccupied space of not less than 20 feet in width that adjoins a public way as per sec.1028.2. At least half of side exits shall be directly to an exit, or through lobby that is not used to access the main exit or to 1-hour-rated corridor to an exit.
p) Exiting for other Group A occupancies with occupant load of 100 or more and less than 300 shall comply with 2013 CBC sec.1028.3.1. At least one exit shall front on a street or an unoccupied space of not less than 20 feet in width that adjoins a public way.
q) The minimum number of plumbing fixtures shall be determined as per 2013 CPC sec.422.1 and Table 422.1.
r) Patios and similar outdoors areas shall comply with 2013 CBC, section 1004.5.

ACCESSIBILITY
Industrial buildings and restaurant building:
s) People with disabilities accessible parking shall be provided as per 2013 CBC, sec. 11B-208.1
t) Accessible parking spaces shall be dispersed and located closest to the accessible entrances as per 2013 CBC sec.11B-208.3.1
u) One in every six accessible parking spaces, but not less than one parking space shall be van accessible as per 2013 CBC sec.11B-208.2.4.
v) Accessibility signs shall be provided at every primary public entrance, at every major junction along or leading to an accessible route of travel and at building entrance that are accessible as per 2013CBC, section 11B-216.6.
w) At least one accessible route shall be provided within the site from public streets and sidewalks and public transportation stops to the accessible building entrance per CBC sec.11B-206.2.1. A site is defined as a parcel of land bounded by a lot line or a designated portion of a public right-of-way per CBC sec. 202.
x) Curb ramps shall have detectable warnings extending 36 inches in the direction of travel as per 2013 CBC sec.11B-406.5.12 and sec.11B-705.1.2.2.
y) All primary entrances and required exit doors shall be accessible to people with disabilities as per 2013 CBC, sec. 11B-206.4.1.
z) Tactile exit signs shall be provided where exit signs as per 2013 CBC sec.1011.1 are provided as per 2013 CBC sec.1011.3.
aa) Sanitary facilities shall be fully accessible to people with disabilities as per 2013 CBC, sec. 11B-213.1.
bb) Provide maneuvering clearances at doors as per 2013 CBC, Sec. 11B-404.2.4.
cc) At least one accessible counter for each counter type shall be provided for the public and in general employee area. Counter must be 36 in. long minimum and not more 34 inches high per 2013 CBC sec. 11B-904.4.
dd) Provide min. aisle width per 2013 CBC section 11B-403.5.1 exception 4. Every aisle shall be 36" wide if serving one side and 44" min. wide if serving both sides.
ee) Double swinging doors shall be provided with a minimum of 10" smooth surface at the bottom of the door as per 2013 CBC sec.11B-404.2.10.

Restaurant building:
ff) Food preparation areas shall be accessible to people with physical disabilities as per 2013 CBC sec.11B-203.9.
gg) At least one hand washing sink in the kitchen shall be accessible as per 2013 CBC sec. 11B-212.3.
hh) In a vestibule, when both doors swing in, the distance between doors positioned at an angle of 90 degrees from its closed position shall be 48" minimum as 2013 CBC sec.11B-404.2.6.
ii) Provide seats spaces for persons using wheelchairs when fixed seats are provided as per 2013 CBC sec. 11B-226.1. Provide minimum 60" long and 34" max high accessible portion of the counter at the bar as per 2013 CBC sec.11B-226.3.

ENGINEERING
a) A soil report shall be provided when applying for grading, site improvement and building permit.
b) Paving of parking lot shall comply with 2014 MMC section II-13-18.
c) All non-structural concrete flat work shall be as per 2014 Milpitas Municipal Code, section II-13-17.05.
d) Erosion control plan shall be submitted when applying for grading permit as per 2014 Milpitas Municipal Code sec. II-13-10.
e) Prior to issuance of building permit, all the easements including private storm drain easement through adjacent parcels shall be recorded. The developer shall include interim erosion control provisions and schedules on the construction plans for areas, which will not have permanent erosion control features installed (such as landscaping) prior to any occupancy so that erosion and sediment control can be sustained through the rainy season as per 2014 Milpitas Municipal Code section II-13-11.

ELECTRICAL
a) All new electrical services shall be underground per 2014 Milpitas Municipal Code section II-6-2.02.
b) Grounding system shall comply with 2014 MMC sec.II-6-2.04.
c) Each tenant in retail building shall be provided with separate disconnect as per City Policy BDP-EL02.

PLUMBING
d) The minimum number of plumbing fixtures in retail building shall be determined as per 2013 CPC sec.422.1 and Table 422.1.

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15425 LOS GATOS BLVD SUITE 102,
LOS GATOS CA, 95032

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LICENSED ARCHITECT
JEFFREY D. LEONHARDT
NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

scale : AS NOTED

project number : 15426.00

CODE INFORMATION

sheet no. :

A00.2

WASTE GENERATION INFORMATION:

RecycleMania

Volume-To-Weight Conversion Chart

The following conversion estimates are provided for schools to use in the RecycleMania competition where actual weights are not available. These estimate formulas are based on best-effort weight averages observed at multiple facilities across the country. Because it is possible for individual college and university's actual weights to vary significantly based on local conditions, RecycleMania participants should monitor and make note of materials that appear to be consistently heavier or lighter than the estimates below. Where a college believes it's materials may vary significantly from this chart, they should contact the helpline to discuss options for determining more accurate weights.

For questions about the conversion chart or estimating weights, email or call: helpline@recyclemaniacs.org or (843) 278-7686.

Unless otherwise noted, all figures are from averaged ranges published in *Measuring Recycling: A Guide for State and Local Governments,* by U.S. Environmental Protection Agency; Washington: 1997.

1. "Recycling Data Report," California Integrated Waste Management Board; Sacramento: 1996.
2. Based on CURC Standards Committee, peer reviewed estimates.
3. Based on RecycleMania Steering Committee estimates

Paper (All grades loose and unbaled)

Newspaper:	433 pounds/cubic yard	4.62 cubic yards/ton
Office paper:	568 pounds/cubic yard	3.52 cubic yards/ton
Mixed paper (1):	484 pounds/cubic yard	4.13 cubic yards/ton
Magazines:	950 pounds/ cubic yard	2.11 cubic yards/ton

Corrugated Cardboard

Flattened boxes, loose:	100 pounds/cubic yard	20 cubic yards/ton

Containers (cans, bottles, jars)

Commingled cans, glass and plastic bottles:	200 pounds/cubic yard	10 cubic yards/ton
Whole glass bottles (0-10% broken):	600 pounds/cubic yard	3.33 cubic yards/ton
Aluminum cans (whole, unflattened):	63 pounds/cubic yard	31.75 cubic yards/ton
Steel cans (whole, unflattened):	150 pounds/cubic yard	13.33 cubic yards/ton
Plastic bottles (whole, unflattened):	36 pounds/cubic yard	55.55 cubic yards/ton

Single Stream

Containers, paper, cardboard (3):	139 lbs/ cubic yard	15.46 cubic yards/ton

Food Waste

Mixed food waste	1,500 pounds/cubic yard	1.33 cubic yards/ton

Trash

Campus waste (loose) (2)	90 pounds/cubic yard	22.22 cubic yards/ton
Campus Waste (compacted):	300 pounds/ cubic yard	6.67 cubic yards/ton
Residential waste (loose):	225 pounds/cubic yard	8.88 cubic yards/ton
Commercial/industrial waste (loose):	450 pounds/cubic yard	4.44 cubic yards/ton

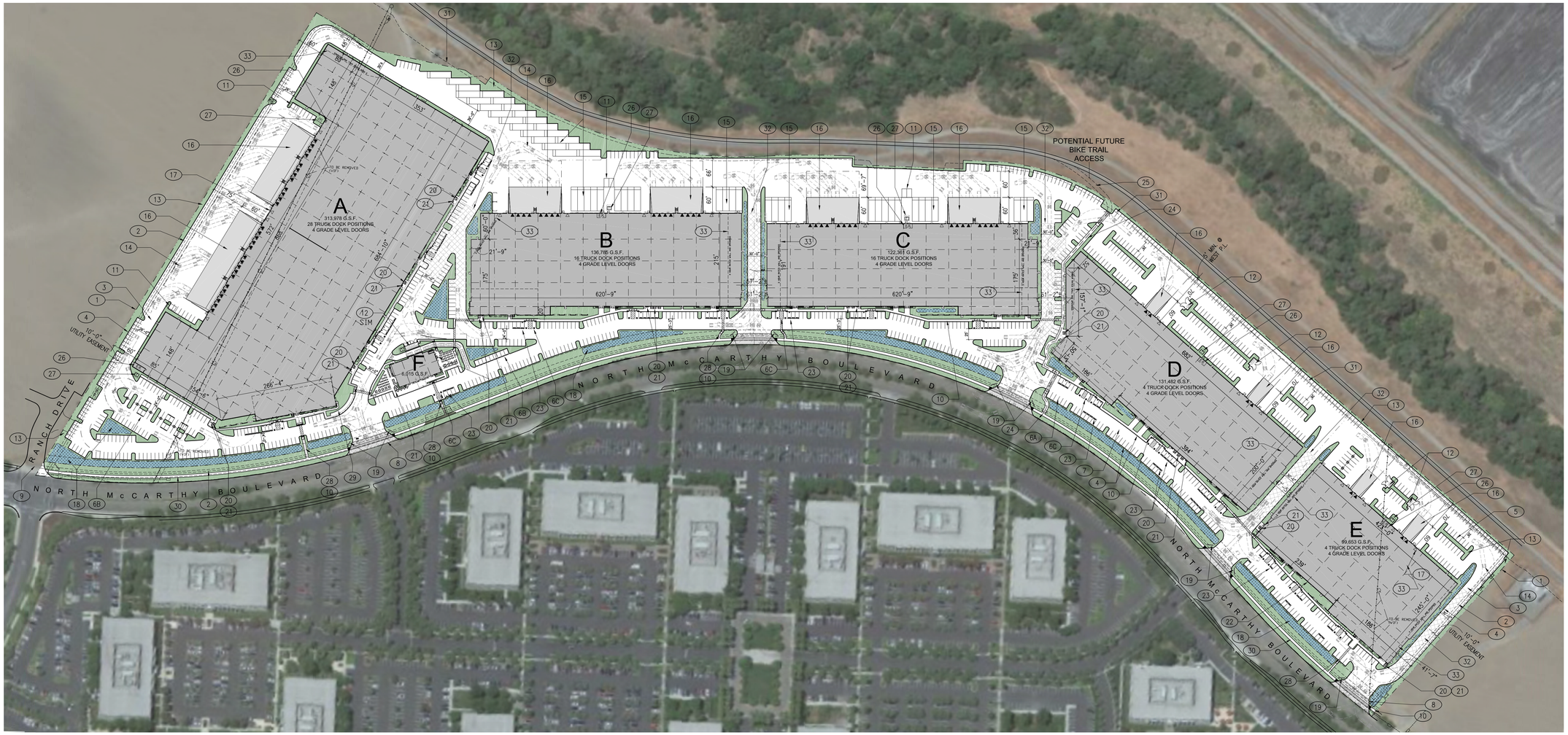
Volume Conversion

1 yard³ = 201.974 gallons

1 gallon = 0.00576 yard³

ALLOWABLE BUILDING AREA:

THE BUILDING AREA OF EACH BUILDING WILL BE UNLIMITED PER THE 2013 C.B.C. SECTIONS 507.3, 507.4 AND 507.5.



0' 60' 120' 240'

PLAN NORTH

MASTER SITE PLAN

SCALE: 1" = 120'-0"

1

SITE STATISTICS:

APN / ZONING: 022-29-036 & 022-30-037 / MP

TOTAL GROSS SITE AREA: 1,924,085.76 G.S.F. = 44.17 ACRES

TOTAL BUILDING AREA: 810,274.00 G.S.F. = 18.60 ACRES

MAXIMUM SITE COVERAGE: 50.00 %

OVERALL / AVERAGE SITE COVERAGE: 42.11 %

APPROXIMATE BIORETENTION AREA REQUIRED: (total site area x .80 coverage x .04 bioretention) 61,570.74 G.S.F. = 1.41 ACRES

BIORETENTION AREA PROVIDED: 63,513.34 G.S.F. = 1.46 ACRES

TOTAL PARKING REQUIRED: 1,040.00 STALLS = 1.28 STALLS PER 1000 G.S.F. (AVERAGE)

TOTAL PARKING PROVIDED: 1,042.00 STALLS = 1.29 STALLS PER 1000 G.S.F. (AVERAGE)

BUILDING A:

OFFICE	(9.8 %) =	30,770 G.S.F.	@1/350 =	88 STALLS		
WAREHOUSE/MANUFACTURING	(90.2 %) =	283,208 G.S.F.	@1/1500 =	189 STALLS		
TOTAL	=	313,978 G.S.F.		277 STALLS REQUIRED		
				277 STALLS PROVIDED	13 compacts=	5%
			=	0.88 /1000	(40% max)	
				23 TRAILER STALLS		
			=	0.73 TRAILER STALLS PER 10,000 SF		
PARCEL AREA:		675,524.80 G.S.F. =		15.51 ACRES		
PARCEL COVERAGE:		46.48 %				

BUILDING B:

OFFICE	(17.6 %) =	24,074 G.S.F.	@1/350 =	69 STALLS		
WAREHOUSE/MANUFACTURING	(82.4 %) =	112,711 G.S.F.	@1/1500 =	75 STALLS		
TOTAL	=	136,785 G.S.F.		144 STALLS REQUIRED		
				144 STALLS PROVIDED	3 compacts=	2%
			=	1.05 /1000		
				13 TRAILER STALLS		
			=	0.95 TRAILER STALLS PER 10,000 SF		
PARCEL AREA:		302,346.90 G.S.F. =		6.94 ACRES		
PARCEL COVERAGE:		45.24 %				

BUILDING C:

OFFICE	(20.0 %) =	24,472 G.S.F.	@1/350 =	70 STALLS		
WAREHOUSE/MANUFACTURING	(80.0 %) =	97,889 G.S.F.	@1/1500 =	65 STALLS		
TOTAL	=	122,361 G.S.F.		135 STALLS REQUIRED		
				135 STALLS PROVIDED	0 compacts=	0%
			=	1.10 /1000		
				16 TRAILER STALLS		
			=	1.31 TRAILER STALLS PER 10,000 SF		
PARCEL AREA:		320,640.49 G.S.F. =		7.36 ACRES		
PARCEL COVERAGE:		38.16 %				

BUILDING D:

OFFICE	(74.1 %) =	97,428 G.S.F.	@1/350 =	278 STALLS		
WAREHOUSE/MANUFACTURING	(25.9 %) =	34,054 G.S.F.	@1/1500 =	23 STALLS		
TOTAL	=	131,482 G.S.F.		301 STALLS REQUIRED		
				301 STALLS PROVIDED	0 compacts=	0%
			=	2.29 /1000		
				0 TRAILER STALLS		
			=	0.00 TRAILER STALLS PER 10,000 SF		
PARCEL AREA:		336,601.76 G.S.F. =		7.73 ACRES		
PARCEL COVERAGE:		39.06 %				

BUILDING E:

OFFICE	(37.0 %) =	36,872 G.S.F.	@1/350 =	105 STALLS		
WAREHOUSE/MANUFACTURING	(63.0 %) =	62,781 G.S.F.	@1/1500 =	42 STALLS		
TOTAL	=	99,653 G.S.F.		147 STALLS REQUIRED		
				147 STALLS PROVIDED	0 compacts=	0%
			=	1.48 /1000		
				0 TRAILER STALLS		
			=	0.00 TRAILER STALLS PER 10,000 SF		
PARCEL AREA:		245,274.41 G.S.F. =		5.63 ACRES		
PARCEL COVERAGE:		40.63 %				

BUILDING F:

RESTAURANT	(100 %) =	6,015 G.S.F.	@6/1000 =	36 STALLS		
TOTAL	=	6,015 G.S.F.		36 STALLS REQUIRED		
				38 STALLS PROVIDED	6 compacts=	16%
			=	6.32 /1000		
PARCEL AREA:		43,697.40 G.S.F. =		1.00 ACRES		
PARCEL COVERAGE:		13.77 %				

KEYNOTES:

1. EXISTING PROPERTY LINES TO REMAIN
2. SEE CIVIL DRAWINGS FOR EASEMENT LOCATIONS AND INFORMATION NOT SHOWN.
3. PARKING AND DRIVE ISLES TO BE ASPHALTIC CONCRETE
4. TYPICAL 6" TALL X 6" WIDE CONCRETE CURBS
5. TYPICAL 4" WIDE TRAFFIC STRIPING
6. TYPICAL PARKING:
   A. STANDARD STALLS: 9' X 18' (OR 16' W/ 2' PARKING OVERHANG) SHOWN THROUGHOUT.
   B. COMPACT STALLS: 7.5' MIN. X 15', (OR 13' W/ 2' PARKING OVERHANG SHOWN THROUGHOUT. (40% MAX)
   C. ACCESSIBLE PARKING STALLS: 9' X 18' WITH 2' PARKING OVERHANG WITH 5' OR 8' WIDE LOADING ZONE AS SHOWN, SEE DETAIL 1/A01.4
7. TYPICAL DRIVE ISLE, 24'-0" WIDE MINIMUM
8. GRAY FILL PATTERN INDICATES LOCATION OF COLORED AND STAMPED ACCENT PAVING
9. RANCH DRIVE INTERSECTION PROVIDES NO ACCESS TO THE SUBJECT SITE.
10. NEW CONCRETE PEDESTRIAN WALKS TO BE 4' WIDE MIN. ASSUME ALL SIDEWALKS TO BE ACCESSIBLE PATH OF TRAVEL. SLOPE NOT TO EXCEED 1:20 (5%) IN DIRECTION OF TRAVEL. CROSS SLOPE NOT TO EXCEED 1:50 (2%) WHERE PARKING OVERHANG OCCURS, INCREASE WIDTH OF SIDEWALK TO 6'-0" MIN.
11. POTENTIAL LOCATION OF FUTURE TRASH ENCLOSURE
12. PROPOSED LOCATION OF TRASH ENCLOSURE WITH 40' APPROACH, SEE DETAIL 1/A01.3
13. TYPICAL LANDSCAPE PLANTER AREA
14. SEMI TRACTOR TRAILER TEMPLATE SHOWN FOR REFERENCE ONLY
15. TYPICAL 12' X 55' TRAILER PARKING STALL
16. 60' DEPRESSED CONCRETE TRUCK DOCK
17. GRADE LEVEL ROLL UP DOOR, TYPICAL
18. PROPOSED LOCATION OF SURFACE AREA SITE STORM WATER DETENTION BASIN, SEE CIVIL.
19. PROPOSED LOCATION OF NEW SITE MONUMENT SIGNAGE, SEE DETAIL 1/A01.8
20. BICYCLE LOCKERS, SEE DETAIL 11/A01.4, FOR QUANTITY REQUIRED & TO BE PROVIDED SEE CALCULATIONS ON DETAIL 6/A01.4
21. BICYCLE RACKS, SEE DETAIL 6/A01.4 FOR QUANTITY REQUIRED & TO BE PROVIDED.
22. PROPOSED BUILDING EXTERIOR WALLS TO BE SITE CAST TILTED CONCRETE WALLS WITH REVEALS, A TEXTURED ELASTOMERIC COATING AND A MULTI-COLOR PAINT PALLET. EXTERIOR WALLS ARE ACCENTED WITH STONE VENEER AND METAL VENEERS. SEE EXTERIOR ELEVATIONS.
23. DESIGNATED PARKING FOR CAR/VAN POOL, FUEL EFFICIENT, LOW EMITTING AND CONDUIT, RING AND STRING FOR POTENTIAL FUTURE ELECTRICAL VEHICLES PER CAL-GREEN REQUIREMENTS.
   BUILDING A: 277 PARKING STALLS PROVIDED X 8% = 22 TOTAL REQUIRED, INCLUDES 9 ELECT VEHICLES (3% OF STALLS).
   BUILDING B: 144 PARKING STALLS PROVIDED = 11 TOTAL REQUIRED, INCLUDES 3 ELECT VEHICLES (PER CHART).
   BUILDING C: 135 PARKING STALLS PROVIDED = 11 TOTAL REQUIRED, INCLUDES 3 ELECT VEHICLES (PER CHART).
   BUILDING D: 301 PARKING STALLS PROVIDED X 8% = 25 TOTAL REQUIRED, INCLUDES 10 ELECT VEHICLES (3% OF STALLS).
   BUILDING E: 147 PARKING STALLS PROVIDED = 11 TOTAL REQUIRED, INCLUDES 3 ELECT VEHICLES (PER CHART).
   BUILDING F: 38 PARKING STALLS PROVIDED = 3 TOTAL REQUIRED, INCLUDES 1 REQUIRED ELECT VEHICLE CHARGING SPACE.
24. ACCESS PATH TO POTENTIAL FUTURE CONNECTION TO LEVEE BIKE TRAIL, 8' WIDE
25. POTENTIAL FUTURE ACCESS RAMP TO LEVEE BIKE TRAIL, 10' WIDE
26. PROPOSED ELECTRICAL ROOM LOCATION
27. PROPOSED ELECTRICAL TRANSFORMER ON CONCRETE PAD PER PG&E SPECIFICATIONS.
28. ACCESSIBLE PATH OF TRAVEL AT PUBLIC SIDEWALK
29. PROPOSED LOCATION OF NEW SITE MONUMENT SIGNAGE, SEE DETAIL 1/A01.7
30. NEW CONCRETE PEDESTRIAN WALKWAY WITH ADJACENT 3' WIDE JOGGING PATH OF DECOMPOSED GRANITE, SEE CIVIL AND LANDSCAPE DRAWINGS.
31. SCVWD 15' LEVEE BUFFER SETBACK
32. "NO-BUILD" EASEMENT INDICATED BY CROSS HATCHED AREA
33. LINE OF 60' CLEAR PUBLIC YARD/FIRE SEPARATION FROM ADJACENT PROPERTY LINE OR BUILDING. WALL & OPENINGS WITHIN 60' OF PROPERTY LINE, ARE ALLOWED PER CBC 507.5 AND TO BE 3 HOUR RATED IN THIS AREA.

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PLANNING SUBMITTAL FOR:

McCARTHY CREEKSIDE

NORTH McCARTHY BOULEVARD,
CITY OF MILPITAS, CALIFORNIA

PROJECT DEVELOPER / OWNER:

McCARTHY RANCH

15425 LOS GATOS BLVD SUITE 102,
LOS GATOS CA, 95032

approved for the owner by :

approved for the architect by :

issue :	description :	date :
A	PLANNING SUBMITTAL	12-08-15
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C	DRIVEWAY REVISIONS	02-02-16
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F	SCVWD REVISIONS	03-15-16
G	PLANNING RESUBMITTAL	04-20-16

drawn by : DD plot date : 04-20-16

checked by : JDL

stamp

LICENSED ARCHITECT
JEFFREY D. LEONHARDT
NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

scale : AS NOTED

project number : 15426.00

MASTER SITE PLAN

sheet no. :

A01.1

0' 60' 120' 240'

PLAN NORTH

PHASE 1 SITE PLAN

SCALE: 1" = 120'-0"

1

SITE STATISTICS:

APN / ZONING:		022-29-036 & 022-30-037 / MP			
TOTAL GROSS SITE AREA:		1,924,085.76 G.S.F. =	44.17 ACRES		
TOTAL BUILDING AREA:		810,274.00 G.S.F. =	18.60 ACRES		
MAXIMUM SITE COVERAGE:		50.00 %			
OVERALL / AVERAGE SITE COVERAGE:		42.11 %			
APPROXIMATE BIORETENTION AREA REQUIRED: (total site area x .80 coverage x .04 bioretention)		61,570.74 G.S.F. =	1.41 ACRES		
BIORETENTION AREA PROVIDED:		63,513.34 G.S.F. =	1.46 ACRES		
TOTAL PARKING REQUIRED:		1,040.00 STALLS =	1.28 STALLS PER 1000 G.S.F. (AVERAGE)		
TOTAL PARKING PROVIDED:		1,042.00 STALLS =	1.29 STALLS PER 1000 G.S.F. (AVERAGE)		

BUILDING A:

OFFICE	(9.8 %) =	30,770 G.S.F.	@1/350 =	88 STALLS		
WAREHOUSE/MANUFACTURING	(90.2 %) =	283,208 G.S.F.	@1/1500 =	189 STALLS		
TOTAL	=	313,978 G.S.F.		277 STALLS REQUIRED		
				277 STALLS PROVIDED	13 compacts=	5%
			=	0.88 /1000	(40% max)	
				23 TRAILER STALLS		
			=	0.73 TRAILER STALLS PER 10,000 SF		
PARCEL AREA:		675,524.80 G.S.F. =	15.51 ACRES			
PARCEL COVERAGE:		46.48 %				

BUILDING F:

RESTAURANT	(100 %) =	6,015 G.S.F.	@6/1000 =	36 STALLS		
TOTAL	=	6,015 G.S.F.		36 STALLS REQUIRED		
				38 STALLS PROVIDED	6 compacts=	16%
			=	6.32 /1000		
PARCEL AREA:		43,697.40 G.S.F. =	1.00 ACRES			
PARCEL COVERAGE:		13.77 %				

KEYNOTES:

1. EXISTING PROPERTY LINES TO REMAIN
2. SEE CIVIL DRAWINGS FOR EASEMENT LOCATIONS AND INFORMATION NOT SHOWN.
3. PARKING AND DRIVE ISLES TO BE ASPHALTIC CONCRETE
4. TYPICAL 6" TALL X 6" WIDE CONCRETE CURBS
5. TYPICAL 4" WIDE TRAFFIC STRIPING
6. TYPICAL PARKING: A. STANDARD STALLS: 9' X 18' (OR 16' W/ 2' PARKING OVERHANG) SHOWN THROUGHOUT.
   B. COMPACT STALLS: 7.5' MIN. X 15', (OR 13' W/ 2' PARKING OVERHANG SHOWN THROUGHOUT. (40% MAX)
   C. ACCESSIBLE PARKING STALLS: 9' X 18' WITH 2' PARKING OVERHANG WITH 5' OR 8' WIDE LOADING ZONE AS SHOWN, SEE DETAIL 1/A01.4
7. TYPICAL DRIVE ISLE, 24'-0" WIDE MINIMUM
8. GRAY FILL PATTERN INDICATES LOCATION OF ACCENT PAVING
9. PROPOSED LOCATION OF NEW SITE ACCESS DRIVE CURB CUT AT RANCH ROAD, SEE CIVIL.
10. NEW CONCRETE PEDESTRIAN WALKS TO BE 4' WIDE MIN. ASSUME ALL SIDEWALKS TO BE ACCESSIBLE PATH OF TRAVEL. SLOPE NOT TO EXCEED 1:20 (5%) IN DIRECTION OF TRAVEL. CROSS SLOPE NOT TO EXCEED 1:50 (2%) WHERE PARKING OVERHANG OCCURS, INCREASE WIDTH OF SIDEWALK TO 6'-0" MIN.
11. POTENTIAL LOCATION OF FUTURE TRASH ENCLOSURE
12. PROPOSED TRASH ENCLOSURE WITH 40' APPROACH, SEE DETAIL 1/A01.3 (SIMILAR)
13. TYPICAL LANDSCAPE PLANTER AREA
14. SEMI TRACTOR TRAILER TEMPLATE SHOWN FOR REFERENCE ONLY
15. TYPICAL 12' X 55' TRAILER PARKING STALL
16. 60' DEPRESSED CONCRETE TRUCK DOCK
17. GRADE LEVEL ROLL UP DOOR, TYPICAL
18. PROPOSED LOCATION OF SURFACE AREA SITE STORM WATER DETENTION BASIN, SEE CIVIL.
19. PROPOSED LOCATION OF NEW SITE MONUMENT SIGNAGE, SEE DETAIL 1/A01.8
20. BICYCLE LOCKERS, SEE DETAIL 11/A01.4, FOR QUANTITY REQUIRED & TO BE PROVIDED SEE CALCULATIONS ON DETAIL 6/A01.4
21. BICYCLE RACKS, SEE DETAIL 6/A01.4 FOR QUANTITY REQUIRED & TO BE PROVIDED.
22. PROPOSED BUILDING EXTERIOR WALLS TO BE SITE CAST TILTED CONCRETE WALLS WITH REVEALS, A TEXTURED ELASTOMERIC COATING AND A MULTI-COLOR PAINT PALLET. EXTERIOR WALLS ARE ACCENTED WITH STONE VENEER AND METAL VENEERS. SEE EXTERIOR ELEVATIONS.
23. DESIGNATED PARKING FOR CAR/VAN POOL, FUEL EFFICIENT, LOW EMITTING AND ELECTRICAL VEHICLES PER CAL-GREEN REQUIREMENTS.
    BUILDING A: 257 PARKING STALLS PROVIDED X 8% = 21 TOTAL REQUIRED, INCLUDES 8 ELECT VEHICLES (3% OF STALLS).
    BUILDING F: 41 PARKING STALLS PROVIDED = 3 TOTAL REQUIRED, INCLUDES 1 REQUIRED ELECT VEHICLE CHARGING SPACE.
24. PROPOSED LOCATION OF NEW SITE MONUMENT SIGNAGE, SEE DETAIL 1/A01.7
25. NEW CONCRETE PEDESTRIAN WALKWAY WITH ADJACENT 3' WIDE JOGGING PATH OF DECOMPOSED GRANITE, SEE CIVIL AND LANDSCAPE DRAWINGS.
26. PROPOSED ELECTRICAL ROOM LOCATION
27. PROPOSED ELECTRICAL TRANSFORMER ON CONCRETE PAD PER PG&E SPECIFICATIONS.
28. ACCESSIBLE PATH OF TRAVEL AT PUBLIC SIDEWALK
29. STRIPED CROSSWALK, 4" WIDE TRAFFIC STRIPING WITH DIAGONAL STRIPES AT 36" O.C.
30. RAMP, SEE DETAIL 7/A01.4 FOR RAMP REQUIREMENTS
31. SITE ENTRY ACCESIBILITY SIGNAGE, SEE DETAIL 5/A01.4
32. "NO-BUILD" EASEMENT INDICATED BY CROSS HATCHED AREA
33. LINE OF 60' CLEAR PUBLIC YARD/FIRE SEPARATION FROM ADJACENT PROPERTY LINE OR BUILDING. WALL & OPENINGS WITHIN 60' OF PROPERTY LINE, ARE ALLOWED PER CBC 507.5 AND TO BE 3 HOUR RATED IN THIS AREA.

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JEFFREY D. LEONHARDT
NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

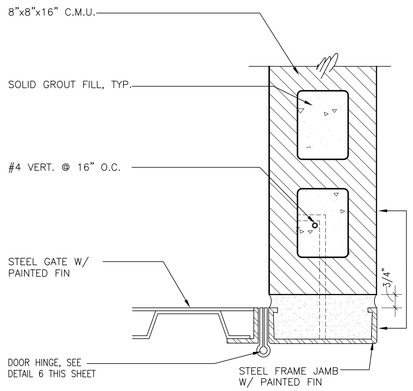
scale : AS NOTED

project number : 15426.00

PHASE 1 SITE PLAN

sheet no. :

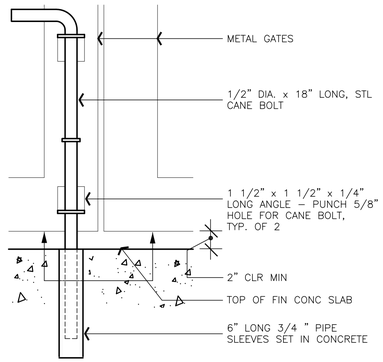
A01.2



GATE JAMB

SCALE: 3"= 1'-0"

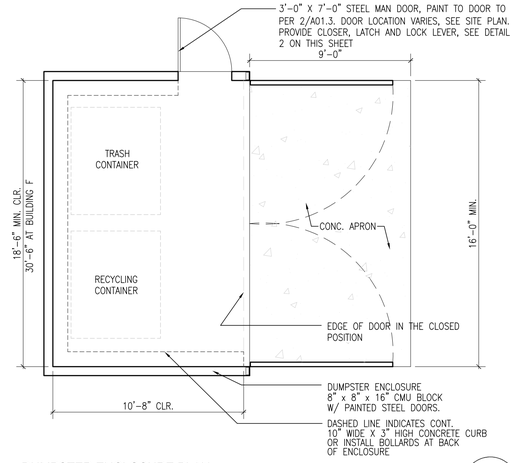
7



CANE BOLT SECTION

SCALE: 3"= 1'-0"

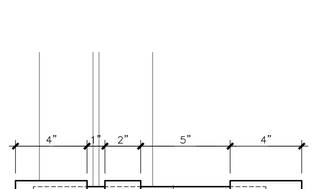
4



DUMPSTER ENCLOSURE PLAN

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

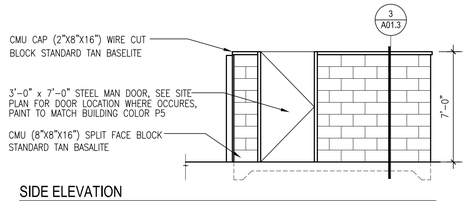
1



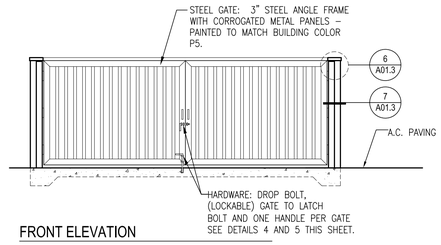
SIDE BOLT ELEVATION AT HEAD

SCALE: 3"= 1'-0"

5



SIDE ELEVATION

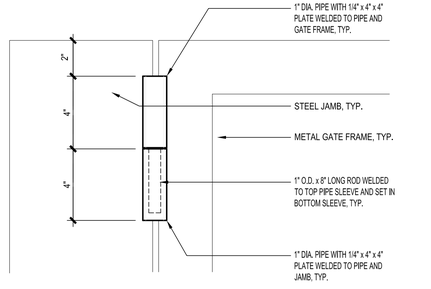


FRONT ELEVATION

DUMPSTER ELEVATIONS

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

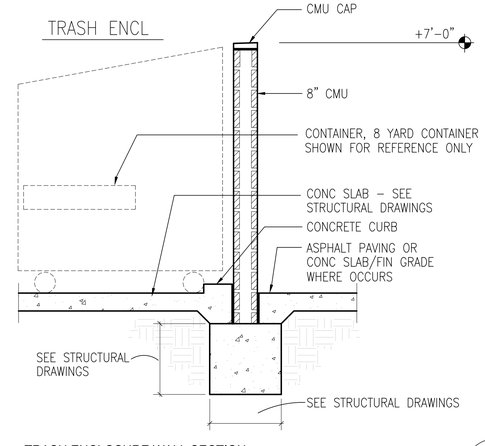
2



HINGE ELEVATION, TYP.

SCALE: 3"= 1'-0"

6



TRASH ENCLOSURE WALL SECTION

SCALE: 1/2"= 1'-0"

3

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JEFFREY D. LEONHARDT
NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

scale : AS NOTED

project number : 15426.00

SITE DETAILS

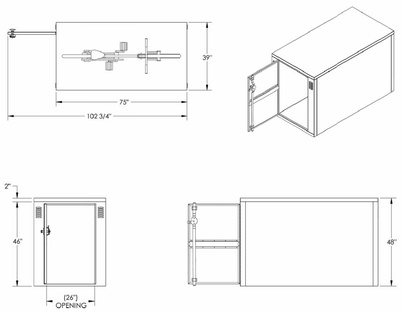
sheet no. :

A01.3

DURA BIKE LOCKER

A DIVISION OF HANNAN SPECIALTIES INC.
Made in the USA

DIMENSION SHEET FOR
MODEL : DL1
Standard Bicycle Locker



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(916) 363-7225 - (800) 722-BIKE (2453)

DURA BIKE LOCKER

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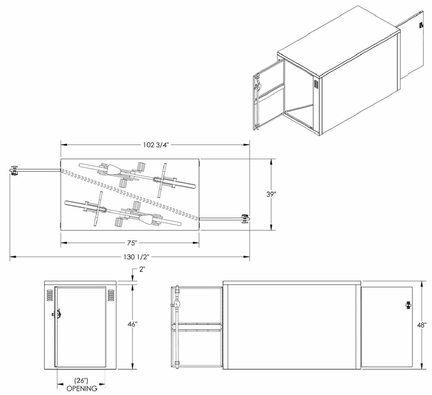
Made in the USA

DIMENSION SHEET FOR
MODEL : DL2
Standard Locker with a Divider Panel



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NOTE: LOCKER COLOR IS SILVER GRAY

BIKE LOCKERS

SCALE: N.T.S.

11

BICYCLE RACK / LOCKER CALCULATIONS:

PER CAL-GREEN SECTION 5.106.4 QUANTITY PROVIDED SHALL EQUAL 5% OF VEHICLE PARKING SPACES PROVIDED. TOTALS SHOWN ARE ROUNDED UP.

BUILDING A: 277 PARKING STALLS PROVIDED X 5% =14 BIKE CAPACITY REQUIRED & PROVIDED

BUILDING B: 144 PARKING STALLS PROVIDED X 5% = 8 BIKE CAPACITY REQUIRED & PROVIDED

BUILDING C: 135 PARKING STALLS PROVIDED X 5% = 7 BIKE CAPACITY REQUIRED & PROVIDED

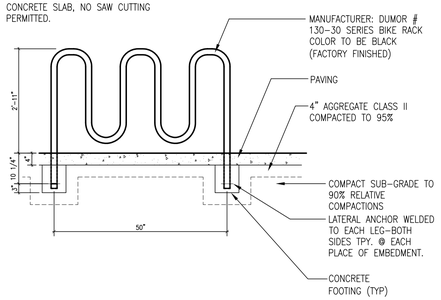
BUILDING D: 301 PARKING STALLS PROVIDED X 5% = 16 BIKE CAPACITY REQUIRED & PROVIDED

BUILDING E: 147 PARKING STALLS PROVIDED X 5% = 8 BIKE CAPACITY REQUIRED & PROVIDED

BUILDING F: 38 PARKING STALLS PROVIDED X 5% = 2 BIKE CAPACITY REQUIRED & PROVIDED

NOTE: EACH RACK SHALL ACCOMODATE THE MINIMUM REQUIRED OF BICYCLES PER ADJACENT CALCULATIONS, (MINIMUM TWO-BIKE CAPACITY)
HTTP://WWW.DUMOR.COM/BIKE-RACKS/BIKE-RACK-125.SHTML
AND
HTTP://WWW.DUMOR.COM/SPECIFICATIONS/130%20SERIES.PDF

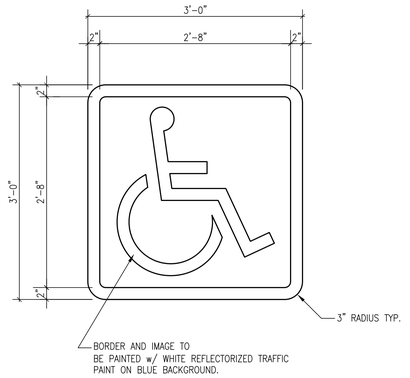
NOTE: INSTALL FOOTING PRIOR TO CONCRETE SLAB, NO SAW CUTTING PERMITTED.



BIKE RACK

SCALE: 1/2" = 1'-0"

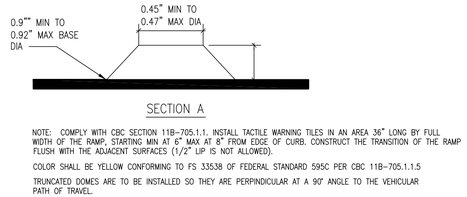
6



ACCESSIBLE SYMBOL AT ACCESSIBLE PARKING STALLS

SCALE: 1" = 1'-0"

3

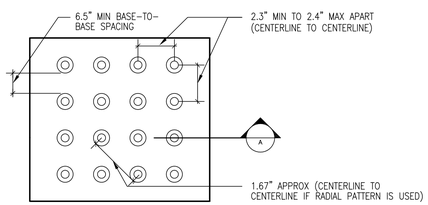


SECTION A

NOTE: COMPLY WITH CBC SECTION 11B-705.1.1. INSTALL TACTILE WARNING TILES IN AN AREA 36" LONG BY FULL WIDTH OF THE RAMP, STARTING MIN AT 6" MAX AT 8" FROM EDGE OF CURB. CONSTRUCT THE TRANSITION OF THE RAMP FLUSH WITH THE ADJACENT SURFACES (1/2" LIP IS NOT ALLOWED).

COLOR SHALL BE YELLOW CONFORMING TO FS 33538 OF FEDERAL STANDARD 595C PER CBC 11B-705.1.1.5

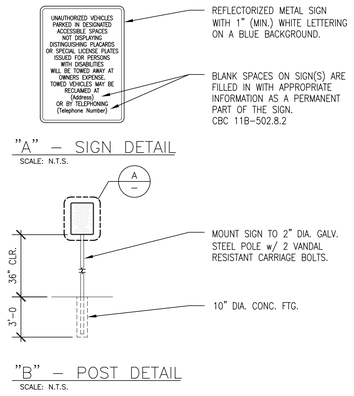
TRUNCATED DOMES ARE TO BE INSTALLED SO THEY ARE PERPINDICULAR AT A 90° ANGLE TO THE VEHICULAR PATH OF TRAVEL.



WARNING DOMES AT SITE RAMPS

SCALE: N.T.S.

8



"A" - SIGN DETAIL

SCALE: N.T.S.

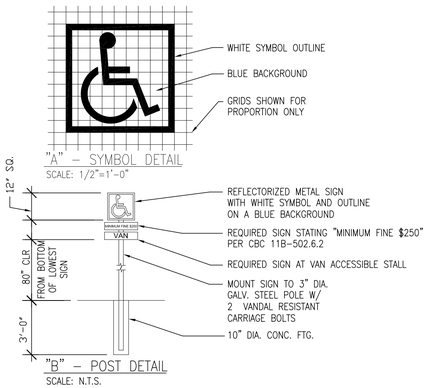
"B" - POST DETAIL

SCALE: N.T.S.

SITE ENTRY ACCESSIBLE SIGN

SCALE: 3/16" = 1'-0"

5



"A" - SYMBOL DETAIL

SCALE: 1/2"=1'-0"

"B" - POST DETAIL

SCALE: N.T.S.

SIGN AT ACCESSIBLE PARKING STALLS

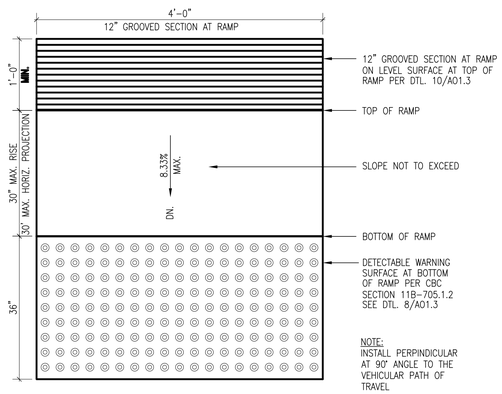
SCALE: NO SCALE

2

GROOVE SECTION AT RAMP

SCALE: 3" = 1'-0"

10

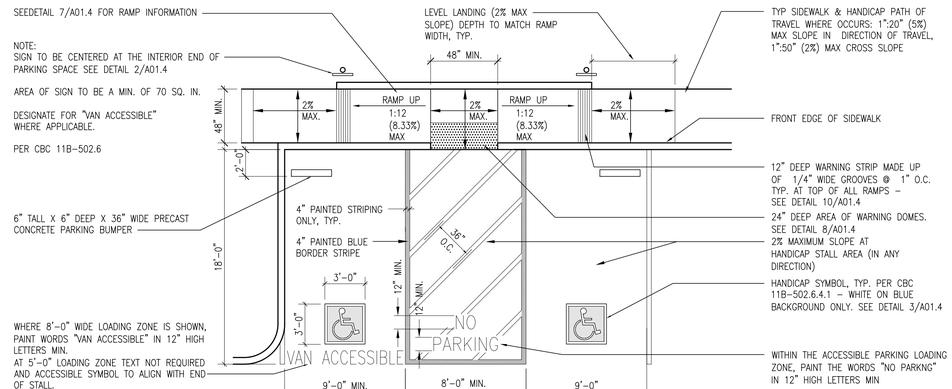


TYP. RAMP DETAIL

SCALE: 1" = 1'-0"

TYP RAMP

7



DOUBLE HANDICAP STALLS DETAIL PLAN

SCALE: 3/16" = 1' - 0"

1

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JEFFREY D. LEONHARDT
NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

scale : AS NOTED

project number : 15426.00

SITE DETAILS

sheet no. :

A01.4

WST LED
Architectural Wall Sconce

Catalog Number	
Notes	
Type	

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The classic Architectural Wall Sconce is now available with the latest in LED technology. The result is a long-life, maintenance-free product with typical energy savings of 75% compared to metal halide versions. The integral battery backup option provides emergency egress lighting, without the use of a back-box or remote gear, so installations maintain their aesthetic integrity.

The WST LED is ideal for replacing existing 50 – 175W metal halide wall-mounted products. The expected service life is 20+ years of nighttime use.

Specifications

Luminaire

Height:	7-1/4" (18.4 cm)
Width:	16-1/4" (41.3 cm)
Depth:	9-1/8" (23.2 cm)
Weight:	17 lbs (7.7 kg)

Optional Back Box (BBW)

Height:	4" (10.2 cm)
Width:	5-1/2" (14.0 cm)
Depth:	1-1/2" (3.8 cm)

Ordering Information

EXAMPLE: WST LED 2 10A700/40K SR3 MVOLT DDBTXD

WST LED	2	10A700/40K	SR2	MVOLT	DMG PIR	DDBXD
Series	Light Engines	Performance Package	Distribution	Voltage	Mounting / Options	Finish (required)
WST LED	1 One engine (10 LEDs); 2 Two engines (20 LEDs)	700 mA options: 10A700/30K 3000K; 10A700/40K 4000K; 10A700/50K 5000K	SR2 Type II; SR3 Type III; SR4 Type IV	MVOLT[1]; 120[1]; 208[1]; 240[1]; 277[1]; 347; 480	Mounting: Shipped included (blank) Surface mount; Shipped separately[2] BBW Surface-mounted back box; UTS Uplift 5 degrees. Options[3]: Shipped installed PE Photoelectric cell, button type[4,5]; SF Single fuse (120, 277, 347V)[4]; DF Double fuse (208, 240, 480V)[4]; DMG 0-10V dimming driver (no controls); ELCW Emergency battery backup[6]; WLU Wet location door for up orientation[7]; PIR Motion/ambient light sensor[8]; DS Dual switching[9]; Shipped separately VG Vandal guard; WG Wire guard	DDBXD Dark bronze; DBLXD Black; DNAXD Natural aluminum; DWHXD White; DSSXD Sandstone; DDBTXD Textured dark bronze; DBLBXD Textured black; DNATXD Textured natural aluminum; DWHGXD Textured white; DSSTXD Textured sandstone

Emergency Battery Operation

The emergency battery backup (ELCW option) is integral to the luminaire - no external housing required! This design provides reliable emergency operation while maintaining the aesthetics of the product.

All ELCW configurations include an independent secondary driver with an integral relay to immediately detect AC power loss. Dual light engines are wired in parallel so both engines operate in emergency mode and provide additional component redundancy. These design features meet various interpretations of NFPA 70/NEC 2008 - 700.16

The emergency battery will power the luminaire for a minimum duration of 90 minutes (maximum duration of three hours) from the time supply power is lost, per International Building Code Section 1006 and NFPA 101 Life Safety Code Section 7.9, provided luminaires are mounted at an appropriate height and illuminate an open space with no major obstructions.

The examples below show illuminance of 1 fc average and 0.1 fc minimum of the single-engine Type IV product in emergency mode.

WST LED 1 10A700/40K SR4 MVOLT ELCW
10' x 10' Gridlines
8' and 12' Mounting Height

NOTES
1. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with photocell (PE), fusing (SF, DF), or dual switching (DS).
2. May also be ordered separately as an accessory. Ex: WSBBW DDBXD U. Must specify finish.
3. Must be ordered with fixture; cannot be field installed.
4. Not available with MVOLT option. Button photocell (PE) can be ordered with a dedicated voltage option. Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
5. Not available with 480V option. Not available with motion/ambient light sensor (PIR).
6. Integral battery pack is rated for -20° to 60°C operating temperature. ELCW warranty is 3-year period. Not available with 347V or 480V. Not available with WLU.
7. WLU not available with PIR or ELCW.
8. Specifies the SensorSwitch SFOD-7-ODP control (photocell included); see Motion Sensor Guide for details. Includes ambient light sensor. Not available with "PE" option (button type photocell). Dimming driver standard. Not available with WLU, VG or WG.
9. Provides 50/50 luminaire operation via two independent drivers and light engines on two separate circuits. Not available with one engine, MVOLT, ELCW, WLU, SF, or DF. Must specify voltage; voltage must be the same for both drivers. When ordered with photocell (PE) or motion sensor (PIR), only the primary power source leads will be controlled.

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WST-LED Rev. 08/11/15

WALL MOUNTED LIGHT FIXTURE — 7

SCALE: NO SCALE

FOCUS INDUSTRIES — T5HO FLUORESCENT LIGHTS FFL-24, FFL-39, FFL-54 SERIES

TYPE

SPECIFICATIONS

CONSTRUCTION: Extruded aluminum floodlight with 2 heavy duty cast aluminum adjustable swivels. Stamped aluminum Hood Extension available (add -HE to part number)
LENS: High impact clear acrylic
REFLECTOR: Highly polished specular aluminum
BALLAST: 120v type 1 outdoor high frequency electronic
Multi Voltage 120v/230v/240v/277v available, add -MV to catalog number
LAMP SUPPLIED:
FFL-24: 24 watt T5HO tube, 3000K
FFL-39: 39 watt T5HO tube, 3000K
FFL-54: 54 watt T5HO tube, 3000K
LAMP OPTIONS: 3500K, 4100K
SOCKET: G5 2-pin
WIRING: Standard 120 volt Black, White and Ground
MOUNTING: None supplied. See Mounting Accessories below for options
FINISH: Black Texture polyester powder coat. Optional finishes available
NOTE: 2 lamp models available. Consult factory for details

ORDERING INFORMATION

CATALOG NO.	DESCRIPTION	LAMP	SHIP WEIGHT
FFL-24-T5HO30K-BLT	Aluminum T5HO Floodlight	24w, T5HO 3000K	4.0 lbs.
FFL-24-T5HO35K-BLT	Aluminum T5HO Floodlight	24w, T5HO 3500K	4.0 lbs.
FFL-24-T5HO41K-BLT	Aluminum T5HO Floodlight	24w, T5HO 4100K	4.0 lbs.
FFL-39-T5HO30K-BLT	Aluminum T5HO Floodlight	39w, T5HO 3000K	8.0 lbs.
FFL-39-T5HO35K-BLT	Aluminum T5HO Floodlight	39w, T5HO 3500K	8.0 lbs.
FFL-39-T5HO41K-BLT	Aluminum T5HO Floodlight	39w, T5HO 4100K	8.0 lbs.
FFL-54-T5HO30K-BLT	Aluminum T5HO Floodlight	54w, T5HO 3000K	13.0 lbs.
FFL-54-T5HO35K-BLT	Aluminum T5HO Floodlight	54w, T5HO 3500K	13.0 lbs.
FFL-54-T5HO41K-BLT	Aluminum T5HO Floodlight	54w, T5HO 4100K	13.0 lbs.

IP44 CE ETL

BEAM/GLARE CONTROL ACCESSORIES

FA-06-24	24" long, 1/4" Mini Hex Cell Louver for FFL-24
FA-06-35	35" long, 1/4" Mini Hex Cell Louver for FFL-39
FA-06-47	47" long, 1/4" Mini Hex Cell Louver for FFL-54
FA-69-24	Aluminum Hood Extension for FFL-24
FA-69-39	Aluminum Hood Extension for FFL-39
FA-69-54	Aluminum Hood Extension for FFL-54
-HE	Add to catalog number for factory installed Hood Extension

JOB INFORMATION

Type: Date:
Job Name:
Cat. No.:
Lamp(s):
Specifier:
Contractor:
Notes:

FOCUS INDUSTRIES INC. 25301 COMMERCENTRE DRIVE LAKE FOREST, CA 92630
www.focusindustries.com sales@focusindustries.com (949) 830-1350 • FAX (949) 830-3390

Black Texture (Standard)	Antique Verde	Bronze Texture	Camel	White Texture	Hunter Texture	Rust	Weathered Iron	Weathered Brown	Stucco	Rubbed Verde	Chrome Powder	Terra Cotta	Acid Rust	Acid Verde	Black Acid Treatment
-BLT	-ATV	-BRT	-CAM	-WTX	-HTX	-RST	-WIR	-WBR	-STU	-RBV	-CPR	-TRC	-BAR/CAR	-BAV/CAV	-BAT

BRASS & COPPER ONLY

FFL-24_39_54-T5HO Cut Sheet 053112

MONUMENT SIGN LIGHT — 6

SCALE: NO SCALE

DUAL LITE — PG
Indoor/Outdoor Emergency Lighting Unit

Catalog Number	
Comments	Type

FEATURES

Application
The PG is an indoor/outdoor, die-cast architectural emergency unit. It is a wet location listed, emergency luminaire with high-output LED technology that provides path of egress illumination for mounting over entrance/exit ways and perimeter walkways. Spectron® self-testing/self-diagnostic electronics are included standard. A battery heater for cold temperature operation is available as an option.

Construction
Housing and mounting plate are constructed of 0.125" die-cast aluminum and 0.125" closed-cell, medium density, neoprene gasket. The acrylic lens allows 92% light transmission. The reflector is electro-polished aluminum with 95% reflectance. Housing finish is powder coated electro-deposition paint available in four colors: dark bronze, white, platinum silver and black.

Installation
Universal housing knockouts for mounting to standard 31/2" and 4" octagon and 4" square electrical boxes. A 1/2" – 1/4 NPT threaded conduit opening is provided at the top of the housing and sealed with a closure plug. The back plate mounts to the wall surface using installer supplied hardware. The housing "snaps" to the back plate by a "pin and socket" arrangement, and is secured with two Fillister head screws. AC Lockout feature prevents battery discharge prior to initial unit power-up saving installation time.

Lamps
Four high-output, long life LED lamps arranged in redundant pairs.

Compliances
UL 924 Listed (emergency models only)
UL Wet Location Listed
NFPA 101 Life Safety Code
NFPA 70 National Electrical Code
OSHA
U.S. Patent No. D627,916.

Warranty
Three-years full for unit. electronics and battery.

White

Dark Bronze

Platinum Silver

Black

ORDERING GUIDE

PG — **W** – **HTR**

Series	Finish	Options
PG	W White; Z Dark Bronze; P Platinum Silver; B Black	HTR Battery Heater (Add Suffix to Model)

Reference "Remote Heads and Fixtures" specification sheet for information on matching PG remote

PGR Remote LED

HUBBELL — Hubbell Lighting, Inc.

WALL MOUNTED EMERGENCY LIGHT FIXTURE AT MAIN ENTRY — 4

SCALE: NO SCALE

e-conolight® — WET-LISTED EMERGENCY LIGHT WITH BATTERY BACKUP - COLD LOCATION (E-XMTDCZ, E-XMTDCW)

Applications – For general purpose emergency lighting in indoor & outdoor commercial, retail, or industrial applications.

Dark Bronze Finish **White Finish**

Catalog #	Description	Voltage	Ambient Temperature Rating	Weight	Energy Consumption
E-XMTDCZ	Bronze wet-listed Emergency light with battery backup suitable for cold locations	120- or 277-volt	-4˚F to 122˚F	4.2 Pounds	3.2-watts
E-XMTDCW	White wet-listed Emergency light with battery backup suitable for cold locations	120- or 277-volt	-4˚F to 122˚F	4.2 Pounds	3.2-watts

Features

- Die-cast aluminum housing
- Polycarbonate lens and mirror reflector
- Sealed, maintenance-free, 6-volt, nickel-cadmium battery provides 90 minutes of emergency operation
- Includes universal mounting plate for wall mounting. Easy installation over most standard junction boxes or 1/2-inch conduit entry from top or rear
- Push-to-test switch
- Two 6-volt, 6-watt 2-pin G4 Xenon lamps (included)
- Charge/power-on indicator light
- Automatic low-voltage disconnect and brownout protection
- Injection molded lens, UL94V-0 flame retardant
- Labor saving AC line latching
- ETL listed to UL924
- Complies with NFPA 101 Life Safety Code
- Suitable for cold locations (-20˚C to 50˚C)
- 1-year warranty

Accessories

None Available

1501 96th Street Sturtevant, Wisconsin 53177 I (888)243-9445 I Fax (262)504-5409 I www.e–conolight.com

TYPICAL WALL MOUNTED EMERGENCY LIGHT FIXTURE — 2

SCALE: NO SCALE

Flat Top Bollard

TMSLIGHTING — ESTABLISHED 1923

Features
- Widespread distribution with good cut-off
- Architectural aluminum construction, sealed and gasketed, for weather proofing and durability
- Good night time landscape and security lighting
- Available in 6" and 8" dia., and 36" and 42" heights
- Available with LED, CF and MH sources for application and design flexibility
- Available in a variety of popular finishes to complement most environments
- Cool operation for extended lamp and component life

Applications
The Flat Top Bollard is ideal for aesthetic illumination of pathways and outdoor areas. It is also available in 6" and 8" diameter, and height of 36" (91.4 cm) and 42" (1.067m).

Construction
The durable, aluminum enclosure protects the lamp and internal components.

Lamp
Designed to operate with Cree™ 19W LED, compact fluorescent (42W max.), and metal halide (70W max.).

Ballast
Ballasts are integral and electronic. They are efficient with a high power factor greater than 90% and quiet within an "A" sound rating. Integral and remote configurations are available.

LED Driver
The LED source is controlled by an advanced, electronic driver that delivers consistent power.

Emergency
For CF and LED lamps, an optional, integral, emergency back-up is available, in either standard temperature or cold temperature versions.
For CF lamps, power is supplied to just 1 lamp.

Optics
The standard, anodized, aluminum reflector projects light in the outward direction, with cut-off distribution. The cylindrical diffuser is made of clear, 1/8" thick acrylic.

Options
Louver: Manufactured from high grade aluminum, and available in anodized and white finishes.

Mounting
Surface mount onto a solid foundation using the supplied mounting plate and anchor bolts. Ensure that electrical connections are secure, and in compliance with your local electrical code.

Finish
Finished with a durable polyester powder-coat for protection against the elements. More powder-coated base finishes, and RAL colors are available; see the Finishes-Diffusers Chart TMS v1.00.pdf.

Compliances
QPS-C/US, or UL-C/US certified to UL1598 standards. Rated IP54 for use in dry to wet, indoor and outdoor. The Consultants Europe (CE) listing is available upon request.

cULus cQPSus IP54 CE

LIGHTED BOLLARD — 5

SCALE: NO SCALE

D-Series Size 1
LED Area Luminaire

Catalog Number	
Notes	
Type	

Specifications

EPA:	1.2 ft² (0.11 m²)
Length:	33" (83.8 cm)
Width:	13" (33.0 cm)
Height:	7-1/2" (19.0 cm)
Weight (max):	27 lbs (12.2 kg)

Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.

The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing 100 – 400W metal halide in pedestrian and area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX1 LED 60C 1000 40K T3M MVOLT SPA DDBXD

Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting
DSX1 LED	Forward optics: 30C 30 LEDs (one engine); 40C 40 LEDs (two engines); 60C 60 LEDs (two engines); Rotated optics[1]: 60C 60 LEDs (two engines)	530 530 mA; 700 700 mA; 1000 1000 mA (1 A)	30K 3000 K; 40K 4000 K; 50K 5000 K; AMBPC Amber phosphor converted[2]	T1S Type I Short; T2S Type II Short; T2M Type II Medium; T3S Type III Short; T3M Type III Medium; T4M Type IV Medium; TFTM Forward Throw Medium; T5VS Type V Very Short; T5S Type V Short; T5M Type V Medium; T5W Type V Wide	MVOLT[3]; 120[3]; 208[3]; 240[3]; 277[3]; 347[4]; 480[4]	Shipped included: SPA Square pole mounting; RPA Round pole mounting; WBA Wall bracket; SPUMBA Square pole universal mounting adaptor[5]; RPUMBA Round pole universal mounting adaptor[5]; Shipped separately: KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish)[6]

Control options		Other options	Finish (required)
Shipped installed: PER NEMA twist-lock receptacle only (no controls)[7]; PER5 Five-wire receptacle only (no controls)[7,8]; PER7 Seven-wire receptacle only (no controls)[7,8]; DMG 0-10V dimming driver (no controls)[9]; DCR Dimmable and controllable via ROAM® (no controls)[10]; DS Dual switching[11,12]; PIR Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc[13]; PIRH Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc[13]	PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc[13]; PIRH1FC3V Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc[13]; BL30 Bi-level switched dimming, 30%[12,14]; BL50 Bi-level switched dimming, 50%[12,14]; PNMTDD3 Part night, dim till dawn[15]; PNMT5D3 Part night, dim 5 hrs[15]; PNMT6D3 Part night, dim 6 hrs[15]; PNMT7D3 Part night, dim 7 hrs[15]	Shipped installed: HS House-side shield[16]; WTB Utility terminal block[17]; SF Single fuse (120, 277, 347V)[18]; DF Double fuse (208, 240, 480V)[18]; L90 Left rotated optics[19]; R90 Right rotated optics[19]	DDBXD Dark bronze; DBLXD Black; DNAXD Natural aluminum; DWHXD White; DDBTXD Textured dark bronze; DBLBXD Textured black; DNATXD Textured natural aluminum; DWHGXD Textured white

Accessories (Ordered and shipped separately) — Controls & Shields

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V)[20]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V)[20]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V)[20]
SC U	Shorting cap[20]
DSX1HS 30C U	House-side shield for 30 LED unit
DSX1HS 40C U	House-side shield for 40 LED unit
DSX1HS 60C U	House-side shield for 60 LED unit
PUMBA DDBXD U*	Square and round pole universal mounting bracket (specify finish)
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish)[6]

For more control options, visit DTL and ROAM online.

NOTES
1. Rotated optics available with 60C only.
2. AMBPC only available with 530mA or 700mA.
3. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120V, 208V, 240V or 277V options only when ordering with fusing (SF, DF options). Not available with single board, 530mA product (30C 530 or 60C 530 DS). Not available with BL30, BL50 or PNMT options.
4. Available as a separate combination accessory: PUMBA (finish) U; 1.5 G vibration load rating per ANCI C136.31.
5. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
6. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option.
7. If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Not available with DCR.
8. DMG option for 347V or 480V requires 1000mA.
9. Specifies a ROAM® enabled luminaire with 0-10V dimming capability; PER option required. Additional hardware and services required for ROAM® deployment; must be purchased separately. Call 1-800-442-6745 or email: sales@roamservices.net. N/A with DS, PERS, PER7, BL30, BL50 or PNMT options.
11. Requires 40C or 60C. Provides 50/50 luminaire operation via two independent drivers on two separate circuits. N/A with PER, DCR, WTB, PIR or PIRH.
12. Requires an additional switched circuit.
13. PIR and PIR1FC3V specify the SensorSwitch SBGR-10-ODP control; PIRH and PIRH1FC3V specify the SensorSwitch SBGR-6-ODP control; see Motion Sensor Guide for details. Dimming driver standard. Not available with PER5 or PER7. Ambient sensor disabled when ordered with DCR. Separate on/off required.
14. Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, DS, PER5, PER7 or PNMT options.
15. Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, DS, PER5, PER7, BL30 or BL50.
16. Also available as a separate accessory; see Accessories information.
17. WTB not available with DS.
18. Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
19. Available with 60 LEDs (60C option) only.
20. Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls.

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DSX1-LED Rev. 10/27/15 Page 1 of 4

POLE MOUNTED LIGHT FIXTURE — 3

SCALE: NO SCALE

KAD LED
LED Area Luminaire

Catalog Number	
Notes	
Type	

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA:	1.2 ft² (0.11 m²)
Length:	17-1/2" (44.5 cm)
Width:	17-1/2" (44.5 cm)
Height:	7-1/8" (18.1 cm)
Weight (max):	36 lbs. (16.4 kg)

Introduction

The Contour® Series luminaires offer traditional square dayforms with softened edges for a versatile look that complements many applications. The KAD LED combines the latest in LED technology with the familiar aesthetic of the Contour® Series for stylish, high-performance illumination that lasts. It is ideal for replacing 100- 400W metal halide in area lighting applications with typical energy savings of 70% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: KAD LED 40C 1000 40K R5 MVOLT PUMBAK04 DDBXD

KAD LED	60C	530	40K	R2	MVOLT	WBD 04
Series	LEDs	Drive current	CCT	Distribution	Voltage	Mounting[3]
KAD LED	20C 20 LEDs; 30C 30 LEDs; 40C 40 LEDs; 60C 60 LEDs	530 530 mA; 700 700 mA; 1000 1000 mA	30K 3000 K; 40K 4000 K; 50K 5000 K	R2 Type II; R3 Type III; R4 Type IV; R5 Type V	MVOLT; 120[1]; 208[1]; 240[1]; 277[1]; 347[2]; 480[2]	Shipped included: SPUMBAK__ Square pole universal mounting adaptor[4]; RPUMBAK__ Round pole universal mounting adaptor[4]; SPD__ Square pole; RPD__ Round pole; WBD__ Wall bracket; WWD__ Wood pole or wall; 04 4" arm; 06 6" arm; 09 9" arm[3]; 12 12" arm[3]; Shipped separately: DAD12P Degree arm (pole); DAD12WB Degree arm (wall)

Options			Finish (required) — DDBXD
Shipped installed: PERS NEMA twist-lock five-wire receptacle only (no controls)[5]; PER7 Seven-wire receptacle only (no controls)[5]; SF Single fuse (120, 277, 347V)[1]; DF Double fuse (208, 240, 480V)[1]; PIR Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc[6]; PIRH Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc[6]	PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc[6]; PIRH1FC3V Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc[6]; BL30 Bi-level switched dimming, 30%[7,8]; BL50 Bi-level switched dimming, 50%[7,8]	PNMTDD3 Part night, dim till dawn[9]; PNMT5D3 Part night, dim 5 hrs[9]; PNMT6D3 Part night, dim 6 hrs[9]; PNMT7D3 Part night, dim 7 hrs[9]; HS Houseside shield[10]; Shipped separately[10]: WG Wire guard; KMA Mast arm external fitter	DDBXD Dark bronze; DBLXD Black; DNAXD Natural aluminum; DWHXD White; DDBTXD Textured dark bronze; DBLBXD Textured black; DNATXD Textured natural aluminum; DWHGXD Textured white

Stock configurations are offered for shorter lead times:

Standard Part Number	Stock Part Number
KAD LED 30C 1000 40K R3 MVOLT PUMBAK09 DDBXD	KADL 30C 40K R3
KAD LED 30C 1000 40K R5 MVOLT PUMBAK09 DDBXD	KADL 30C 40K R5
KAD LED 40C 1000 40K R3 MVOLT PUMBAK09 DDBXD	KADL 40C 40K R3
KAD LED 40C 1000 40K R5 MVOLT PUMBAK09 DDBXD	KADL 40C 40K R5
KAD LED 30C 1000 40K R3 MVOLT PUMBAK09 PIRH DDBXD	KADL 30C 40K R3 PIRH
KAD LED 30C 1000 40K R5 MVOLT PUMBAK09 PIRH DDBXD	KADL 30C 40K R5 PIRH
KAD LED 40C 1000 40K R3 MVOLT PUMBAK09 PIRH DDBXD	KADL 40C 40K R3 PIRH
KAD LED 40C 1000 40K R5 MVOLT PUMBAK09 PIRH DDBXD	KADL 40C 40K R5 PIRH

Accessories (Ordered and shipped separately.)

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V)[11]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V)[11]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V)[11]
SCU	Shorting cap[11]
KADLEDHS 20C U	Houseside shield for 20 LED unit
KADLEDHS 30C U	Houseside shield for 30 LED unit
KADLEDHS 40C U	Houseside shield for 40 LED unit
KADLEDHS 60C U	Houseside shield for 60 LED unit
KMA DDBXD U	Mast arm adapter (specify finish)
KADWG U	Wire guard accessory
PUMBAK DDBXD U*	Square and round pole universal mounting bracket adaptor (specify finish)

For more control options, visit DTL and ROAM online.
*Round pole top must be 3.25" O.D. minimum.

NOTES
1. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
2. Maximum ambient temperature with 347V or 480V is 30°C.
3. 9" or 12" arm is required when two or more luminaires are oriented on a 90° drilling pattern.
4. Available as a separate combination accessory: PUMBAK (finish) U.
5. Mounting must be restricted to ±45° from horizontal aim per ANSI C136.10-2010.
6. PIR and PIR1FC3V specify the SensorSwitch SBGR-10-ODP control; PIRH and PIRH1FC3V specify the SensorSwitch SBGR-6-ODP control; see Motion Sensor Guide for details. Dimming driver standard.
7. Requires an additional switched circuit with same phase as main luminaire power. Supply circuit and control circuit are required to be in the same phase.
8. Dimming driver standard. MVOLT only. Not available with 347V, 480V, PERS, PER7 or PNMT options.
9. Dimming driver standard. MVOLT only. Not available with 347V, 480V, PERS, PER7, BL30 or BL50.
10. Also available as a separate accessory; see Accessories information.
11. Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls.

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KAD-LED Rev. 02/22/16

WALL MOUNTED LIGHT FIXTURE — 1

SCALE: NO SCALE

vision function space culture ideas experience
RMW architecture & interiors
think listen build speak learn

1718 Third Street
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Sacramento, CA 95811

Tel 916.449.1400
Fax 916.449.1414
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PLANNING SUBMITTAL FOR:

McCARTHY CREEKSIDE

NORTH McCARTHY BOULEVARD,
CITY OF MILPITAS, CALIFORNIA

PROJECT DEVELOPER / OWNER:

McCARTHY RANCH

15425 LOS GATOS BLVD SUITE 102,
LOS GATOS CA, 95032

approved for the owner by :

approved for the architect by :

issue :	description :	date :
A	PLANNING SUBMITTAL	12-08-15
B	NORTH DRIVEWAY REVISION	01-06-16
C	DRIVEWAY REVISIONS	02-02-16
D	DRIVEWAY REVISIONS	02-09-16
E	PLANNING RESUBMITTAL	02-18-16
F	SCVWD REVISIONS	03-15-16
G	PLANNING RESUBMITTAL	04-20-16

drawn by : DD plot date : 04-20-16

checked by : JDL

stamp

LICENSED ARCHITECT — JEFFREY D. LEONHARDT — NO. C33644 — REN. 12-31-17 — STATE OF CALIFORNIA

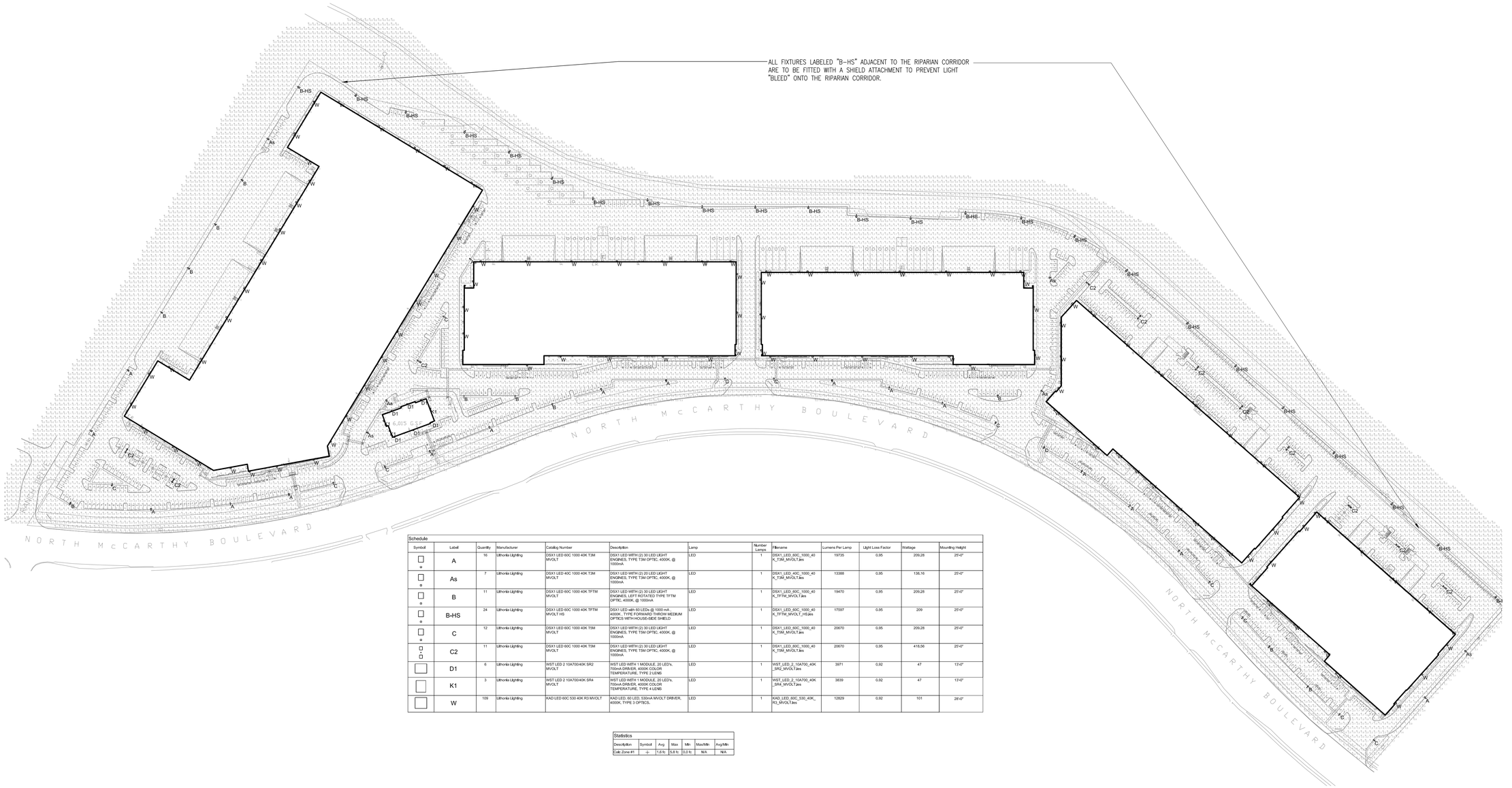
scale : AS NOTED

project number : 15426.00

SITE DETAILS

sheet no. : A01.5

ALL FIXTURES LABELED "B-HS" ADJACENT TO THE RIPARIAN CORRIDOR ARE TO BE FITTED WITH A SHIELD ATTACHMENT TO PREVENT LIGHT "BLEED" ONTO THE RIPARIAN CORRIDOR.



Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage	Mounting Height
	A	16	Lithonia Lighting	DSX1 LED 60C 1000 40K T3M MVOLT	DSX1 LED WITH (2) 30 LED LIGHT ENGINES, TYPE T3M OPTIC, 4000K, @ 1000mA	LED	1	DSX1_LED_60C_1000_40K_T3M_MVOLT.ies	19735	0.95	209.28	25'-0"
	As	7	Lithonia Lighting	DSX1 LED 40C 1000 40K T3M MVOLT	DSX1 LED WITH (2) 20 LED LIGHT ENGINES, TYPE T3M OPTIC, 4000K, @ 1000mA	LED	1	DSX1_LED_40C_1000_40K_T3M_MVOLT.ies	13388	0.95	136.16	25'-0"
	B	11	Lithonia Lighting	DSX1 LED 60C 1000 40K TFTM MVOLT	DSX1 LED WITH (2) 30 LED LIGHT ENGINES, LEFT ROTATED TYPE TFTM OPTIC, 4000K, @ 1000mA	LED	1	DSX1_LED_60C_1000_40K_TFTM_MVOLT.ies	19470	0.95	209.28	25'-0"
	B-HS	24	Lithonia Lighting	DSX1 LED 60C 1000 40K TFTM MVOLT HS	DSX1 LED with 60 LEDs @ 1000 mA, 4000K , TYPE FORWARD THROW MEDIUM OPTICS WITH HOUSE-SIDE SHIELD	LED	1	DSX1_LED_60C_1000_40K_TFTM_MVOLT_HS.ies	17597	0.95	209	25'-0"
	C	12	Lithonia Lighting	DSX1 LED 60C 1000 40K T5M MVOLT	DSX1 LED WITH (2) 30 LED LIGHT ENGINES, TYPE T5M OPTIC, 4000K, @ 1000mA	LED	1	DSX1_LED_60C_1000_40K_T5M_MVOLT.ies	20670	0.95	209.28	25'-0"
	C2	11	Lithonia Lighting	DSX1 LED 60C 1000 40K T5M MVOLT	DSX1 LED WITH (2) 30 LED LIGHT ENGINES, TYPE T5M OPTIC, 4000K, @ 1000mA	LED	1	DSX1_LED_60C_1000_40K_T5M_MVOLT.ies	20670	0.95	418.56	25'-0"
	D1	6	Lithonia Lighting	WST LED 2 10A700/40K SR2 MVOLT	WST LED WITH 1 MODULE, 20 LED's, 700mA DRIVER, 4000K COLOR TEMPERATURE, TYPE 2 LENS	LED	1	WST_LED_2_10A700_40K_SR2_MVOLT.ies	3971	0.92	47	13'-0"
	K1	3	Lithonia Lighting	WST LED 2 10A700/40K SR4 MVOLT	WST LED WITH 1 MODULE, 20 LED's, 700mA DRIVER, 4000K COLOR TEMPERATURE, TYPE 4 LENS	LED	1	WST_LED_2_10A700_40K_SR4_MVOLT.ies	3839	0.92	47	13'-0"
	W	109	Lithonia Lighting	KAD LED 60C 530 40K R3 MVOLT	KAD LED. 60 LED, 530mA MVOLT DRIVER, 4000K, TYPE 3 OPTICS.	LED	1	KAD_LED_60C_530_40K_R3_MVOLT.ies	12629	0.92	101	26'-0"

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	1.6 fc	5.8 fc	0.0 fc	N/A	N/A

GENERAL NOTES

1. CALCULATIONS ARE PROVIDED USING INDUSTRY RECOGNIZED SOFTWARE AND ARE PROVIDED FOR ESTIMATION PURPOSES ONLY. INPUT DATA FOR DATA. HOWEVER, ACTUAL LIGHTING LEVELS WILL VARY DEPENDING ON FIELD CONDITIONS SUCH AS ROOM CHARACTERISTICS, TEMPERATURE. THE CALCULATIONS CORRESPOND TO THE INFORMATION PROVIDED TO CJS LIGHTING. ASSUMPTIONS MAY BE MADE FOR INFORMATION THAT IS NOT PROVIDED. IT IS THE RESPONSIBILITY OF THOSE USING THIS SERVICE TO VERIFY THAT OUR INPUT DATA IS CONSISTENT WITH ACTUAL FIELD CONDITIONS. RESULTS OF THE LIGHTING CALCULATIONS ACCURATELY REFLECT THE INPUT VOLTAGE AND LAMP/BALLAST OUTPUT AND OTHER FACTORS. CALCULATIONS ARE SUBJECT TO LIMITATIONS OF THE SOFTWARE. DUE TO THE ABOVE CONSIDERATIONS, CJS LIGHTING WILL NOT GUARANTEE THAT ACTUAL LIGHT LEVELS MEASURED IN THE FIELD WILL MATCH THE INITIAL CALCULATIONS.

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LICENSED ARCHITECT
JEFFREY D. LEONHARDT
NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

scale : AS NOTED

project number : 15426.00

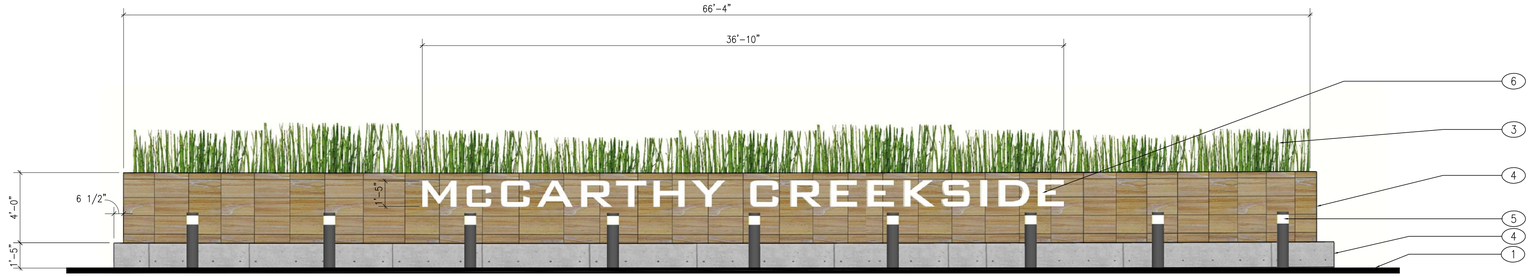
SITE LIGHTING PHOTOMETRIC PLAN

sheet no. :

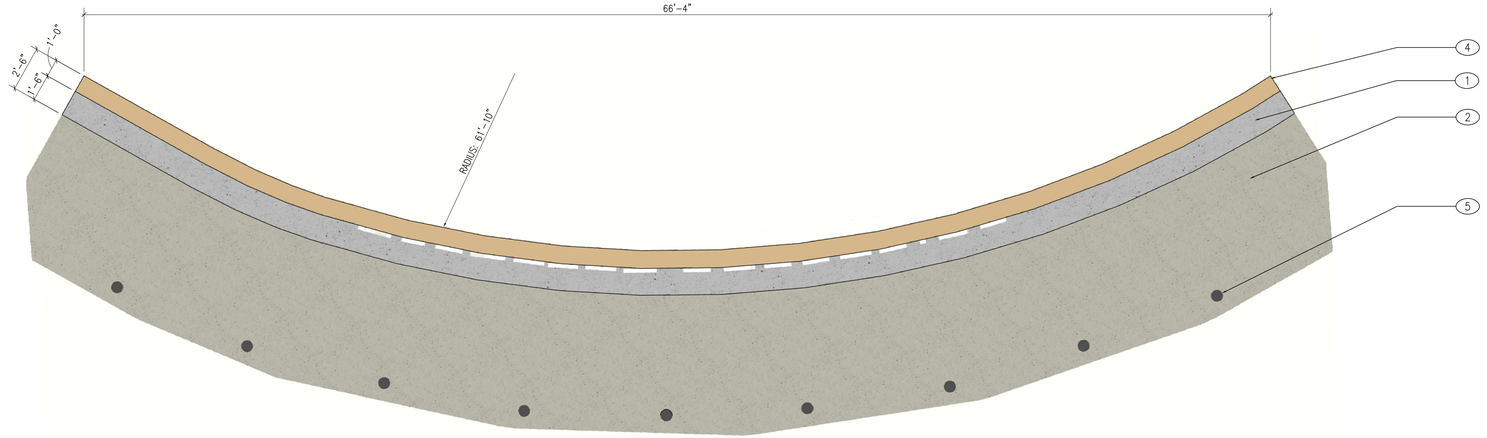
A01.6

KEYNOTES:

1. CONCRETE CURB
2. CONCRETE PEDESTRIAN SIDEWALK PER SITE PLAN
3. LANDSCAPE BEHIND SIGN
4. SITE MONUMENT SIGNAGE. CURVED WALL FEATURE WITH DIMENSIONAL LETTERS AS SHOWN. WALL TO BE CAST IN PLACE CONCRETE FACED WITH STONE VENEER (SV1 SEE SHEET A03.1 AND COLOR BOARD). SIGN BASE TO BE CONCRETE WITH SMOOTH EDGES AND SIMULATED CAST-IN-PLACE TILT-UP PANEL LOOK PER C1, SEE FINISH LEGEND ON A03.1
5. LIGHTED BOLLARDS, TYPICAL OF 9. SEE DETAIL 5 ON SHEET A01.5.
6. DIMENSIONAL LETTERS IN "TRADE GOTHIC" FONT AS SHOWN. LETTERS TO BE OF ⅜" SOLID ALUMINUM ON ALUMINUM STAND-OFF POSTS, LETTERS SET ½" OFF FROM FACE OF SIGN.



ELEVATION



PLAN VIEW

0' 1' 2' 4'

MONUMENT SIGN DETAIL

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

1

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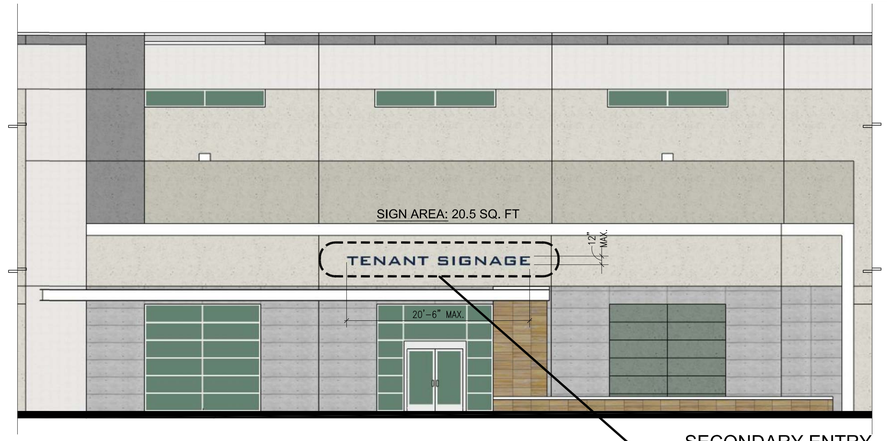
MONUMENT SIGNAGE

sheet no. :

A01.7



SIGN AREA CALCULATIONS:

BUILDING A SIGN AREA:

THE PERIMETER OF BUILDING A IS 2,733'-4" LINEAL FEET.
THE MAXIMUM TOTAL AGGREGATE AREA OF ALL SIGNS SHALL BE:
2,733'-4" / 2 = 1,366'-8" SQUARE FEET
(1 SQ. FT. FOR EACH 2 LINEAL FEET OF BUILDING PERIMETER).

TOTAL SIGN AREA: 249.5 SQ. FT.

BUILDING B SIGN AREA:

THE PERIMETER OF BUILDING A IS 1,721'-6" LINEAL FEET.
THE MAXIMUM TOTAL AGGREGATE AREA OF ALL SIGNS SHALL BE:
1,721'-6" / 2 = 860'-9" SQUARE FEET
(1 SQ. FT. FOR EACH 2 LINEAL FEET OF BUILDING PERIMETER).

TOTAL SIGN AREA: 226.0 SQ. FT.

BUILDING C SIGN AREA:

THE PERIMETER OF BUILDING A IS 1,669'-6" LINEAL FEET.
THE MAXIMUM TOTAL AGGREGATE AREA OF ALL SIGNS SHALL BE:
1,669'-6" / 2 = 834'-9" SQUARE FEET
(1 SQ. FT. FOR EACH 2 LINEAL FEET OF BUILDING PERIMETER).

TOTAL SIGN AREA: 226.0 SQ. FT.

BUILDING D SIGN AREA:

THE PERIMETER OF BUILDING A IS 1,739'-4" LINEAL FEET.
THE MAXIMUM TOTAL AGGREGATE AREA OF ALL SIGNS SHALL BE:
1,739'-4" / 2 = 869'-8" SQUARE FEET
(1 SQ. FT. FOR EACH 2 LINEAL FEET OF BUILDING PERIMETER).

TOTAL SIGN AREA: 226.0 SQ. FT.

BUILDING E SIGN AREA:

THE PERIMETER OF BUILDING A IS 1,336'-0" LINEAL FEET.
THE MAXIMUM TOTAL AGGREGATE AREA OF ALL SIGNS SHALL BE:
1,336'-0" / 2 = 668'-0" SQUARE FEET
(1 SQ. FT. FOR EACH 2 LINEAL FEET OF BUILDING PERIMETER).

TOTAL SIGN AREA: 205.5 SQ. FT.

BUILDING F SIGN AREA:

THE PERIMETER OF BUILDING A IS 336'-8" LINEAL FEET.
THE MAXIMUM TOTAL AGGREGATE AREA OF ALL SIGNS SHALL BE:
336'-8" / 2 = 168'-4" SQUARE FEET
(1 SQ. FT. FOR EACH 2 LINEAL FEET OF BUILDING PERIMETER).

TOTAL SIGN AREA: 30.0 SQ. FT. (15 SQ. FT PER TENANT)

NOTE:

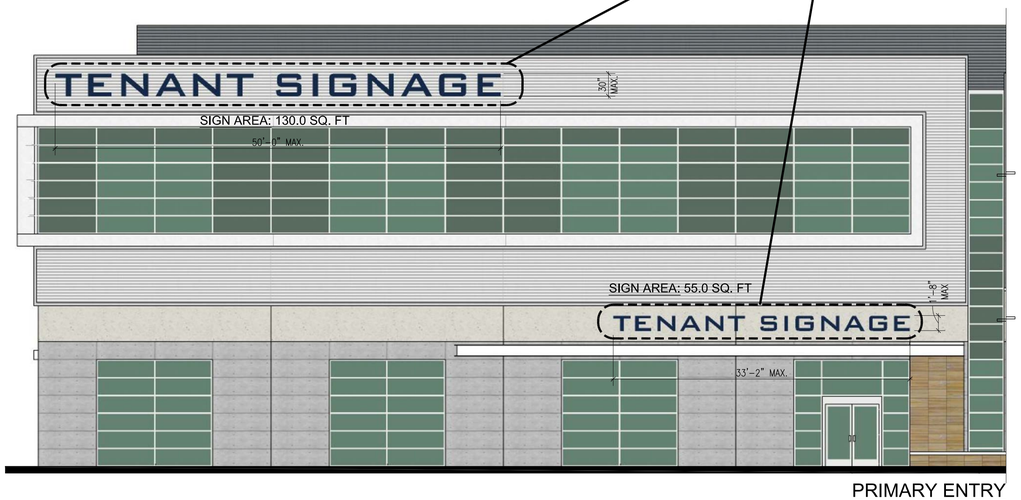
SIGNAGE IS SUBJECT TO THE REVIEW AND APPROVAL OF THE PROJECT C,C & R'S

1. LETTERS TO BE 1/2" THICK CLEAR ANODIZED BLOCK STYLE ALUMINUM LETTER IN "BANKGOTHIC Md BT" FONT PAINTED WHITE.
2. SIGNAGE TO NOT EXCEED HEIGHT NOR A LENGTH INDICATED
3. LETTERS TO BE SET OFF THE BUILDING FACE BY 1" ON ALUMINUM POSTS
4. SIGN AREA SHALL BE PROPORTIONATELY DISTRIBUTED BASED ON THE FLOOR AREA OF THE FUTURE TENANTS OR MAY BE PROPORTIONATELY DISTRIBUTED BASED ON THE LINEAL FEET OF BUILDING FACADE FACING THE STREET BY 1 SQUARE FOOT OF SIGN AREA PER 1 LINEAL FOOT OF FACADE.

GENERAL TENANT SIGNAGE CRITERIA:

1. MOUNTED SIGNS ATTACHED TO VERTICAL SURFACE OF THE BUILDING SHALL BE ALLOWED, WITH THE PROVISION THAT SUCH SIGNS APPEAR AS AN INTEGRAL PART OF THE OVERALL ARCHITECTURAL AND SITE DESIGN CONCEPT.
2. SIGN MATERIALS SHALL COMPLEMENT THOSE OF THE STRUCTURE TO WHICH THEY ARE ATTACHED.
3. INTERNAL ILLUMINATION OR HALO ILLUMINATION IS PERMITTED. FLASHING AND L.E.D. SIGNS ARE PROHIBITED.
4. NO EXPOSED CONDUITS OR RACEWAYS ARE PERMIITED. MOUNT SIGNAGE WITH NONCORROSIVE CONCELAED FASTENERS.

NOTE: NO SIGN SHALL BE ALLOWED THAT WOULD BE PROHIBITED BY THE TERMS OF THE CITY OF ILPITAS MUNICIPAL CODE.



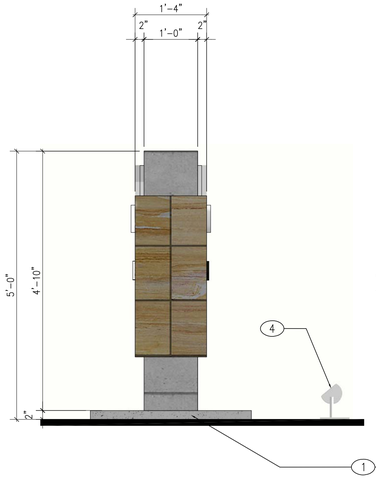
WALL MOUNTED TENANT SIGNAGE

SCALE: NO SCALE

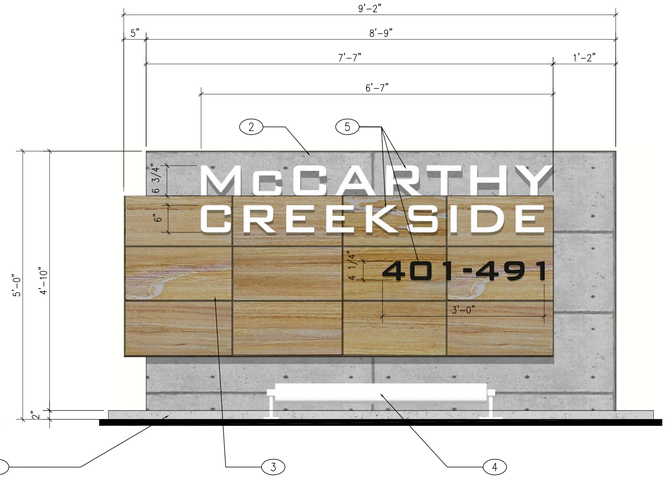
2

KEYNOTES:

1. CONCRETE PAD
2. WALL TO BE CAST IN PLACE CONCRETE FACED WITH SIMULATED APPEARANCE AS C1 TO MATCH BUILDING, SEE SHEET A03.1 AND COLOR BOARD). WALL EDGES TO BE CHAMFRERD
3. SITE MONUMENT SIGNAGE. WALL FEATURE WITH DIMENSIONAL LETTERS AS SHOWN. WALL TO BE CAST IN PLACE CONCRETE FACED WITH STONE VENEER AND SIMULATED CAST-IN-PLACE TILT-UP PANEL LOOK (SV1 AND C1 ON SHEET A03.1 AND COLOR BOARD).
4. LINEAR 54" LIGHT, TYPICAL OF 2. SEE DETAIL 6 ON SHEET A01.5.
5. DIMENSIONAL LETTERS IN "TRADE GOTHIC" FONT AS SHOWN. LETTERS TO BE OF $\frac{3}{8}$" SOLID ALUMINUM ON ALUMINUM STAND-OFF POSTS, LETTERS SET $\frac{1}{2}$" OFF FROM FACE OF SIGN. ADDRESS NUMBERS SHALL BE PAINTED BLACK.

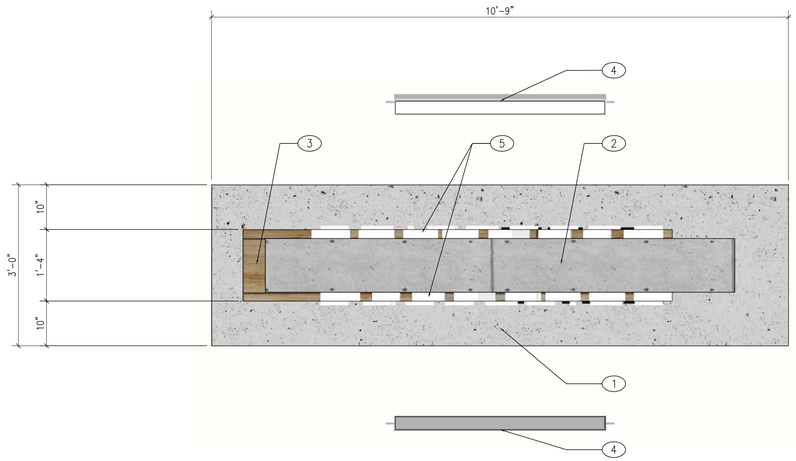


END ELEVATION



ELEVATION

(OPPOSITE SIDE SIMILAR)



PLAN

MONUMENT SIGN

SCALE: 3/4"=1'-0"

1

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LICENSED ARCHITECT
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NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

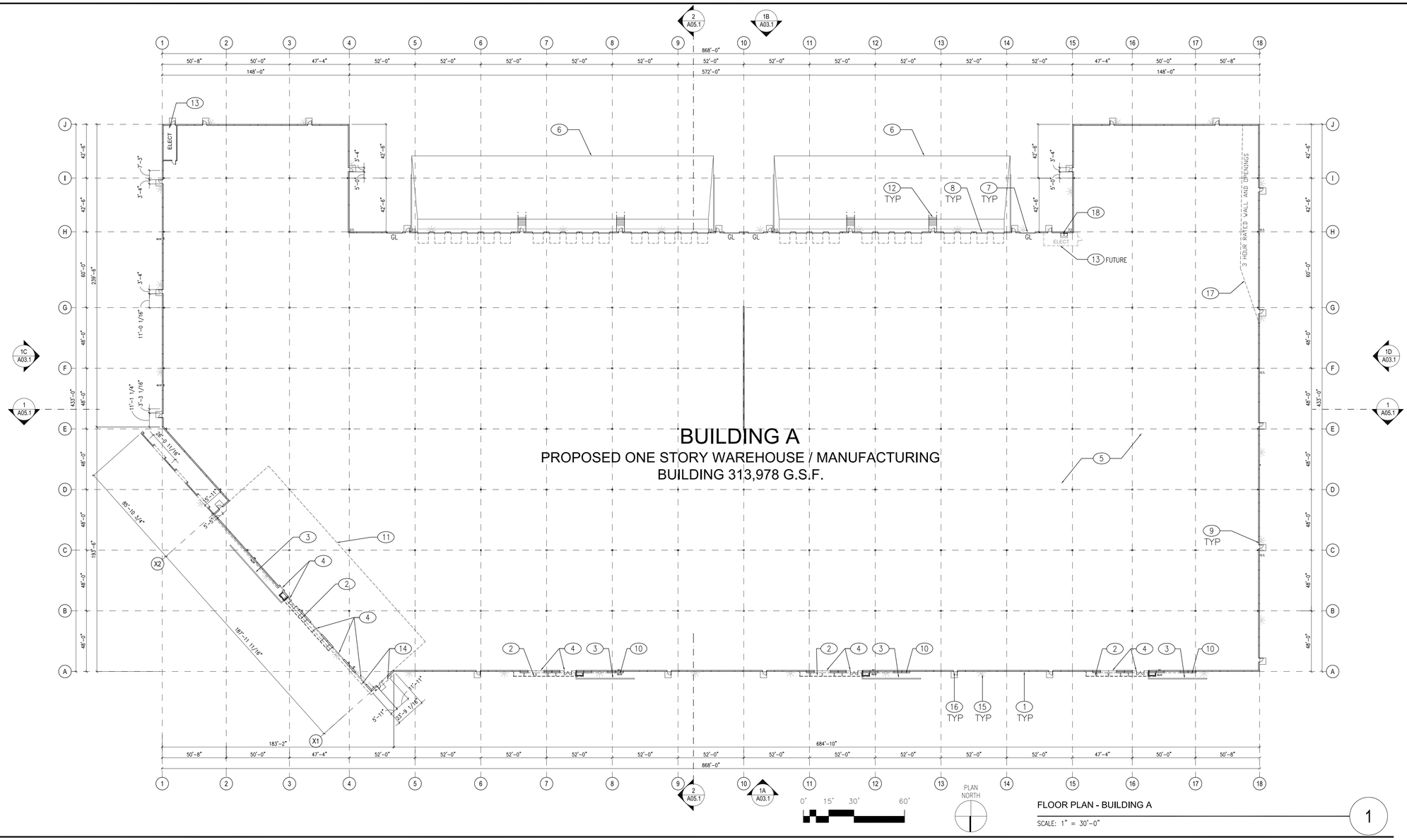
scale : AS NOTED

project number : 15426.00

MONUMENT & TENANT SIGNAGE

sheet no. :

A01.8



FLOOR PLAN - BUILDING A

SCALE: 1" = 30'-0"

1

NOTES:

1. ANY FUTURE WET MANUFACTURING TENANTS SHALL COMPLY WITH ANY CITY REQUIREMENTS FOR WET MANUFACTURING.

KEYNOTES:

1. TYPICAL EXTERIOR WALLS TO BE TILT–UP CONCRETE WITH REVEALS AND A MULTICOLORED TEXTURED ELASTOMERIC FINISH SYSTEM. SEE EXTERIOR ELEVATIONS AND A03.1
2. LINE OF ENTRY CANOPY ABOVE, SEE EXTERIOR ELEVATIONS ON A03.1
3. STONE VENERED LOW WALL, SEE EXTERIOR ELEVATIONS ON A03.1
4. TINTED GLAZING IN ALUMINUM FRAMES
5. CONCRETE FLOOR SLAB
6. DEPRESSED CONCRETE TRUCK DOCK
7. 12' X 14' GRADE LEVEL ROLL UP DOOR
8. 8' X 9' DOCK LEVEL ROLL UP DOOR
9. 3' X 7' STEEL MAN DOOR, WHERE DOORS ARE SHOWN AT GLAZING, DOORS TO BE STOREFRONT DOORS
10. FRAMED PILASTER, SEE EXTERIOR ELEVATIONS ON A03.1
11. POTENTIAL FUTURE MEZZANINE LOCATION TO BE DETERMINED, IT'S EXTENT IF ANY WILL BE DETERMINED AT TIME OF FUTURE TENANT IMPROVEMENT. AREA AND USE AND GROUND FLOOR AREA MAY NOT EXCEED THE PARKING PROVIDED ON THE BUILDING'S PARCEL.
12. PREFABRICATED PAINTED STEEL STAIR, GUARDS AND HANDRAILS
13. PROPOSED ELECTRICAL ROOM LOCATION
14. LINE OF SOFFIT ABOVE, SEE EXTERIOR ELEVATIONS ON A03.1
15. INDICATES LOCATION OF SURFACE MOUNTED EXTERIOR SITE LIGHT FIXTURE ABOVE, SEE 1/A01.5
16. INDICATES LOCATION OF SURFACE MOUNTED EMERGENCY LIGHT FIXTURE CENTERED ABOVE DOOR, TYPICAL AT ALL EXTERIOR DOORS, SEE DETAIL 2/A01.5, AT ENTRIES SEE 4/A01.5
17. LINE OF 60' CLEAR PUBLIC YARD/FIRE SEPARATION FROM ADJACENT PROPERTY LINE OR BUILDING. WALL & OPENINGS WITHIN 60' OF PROPERTY LINE, ARE ALLOWED PER CBC 507.5 AND TO BE 3 HOUR RATED IN THIS AREA.
18. ROOF ACCESS LADDER

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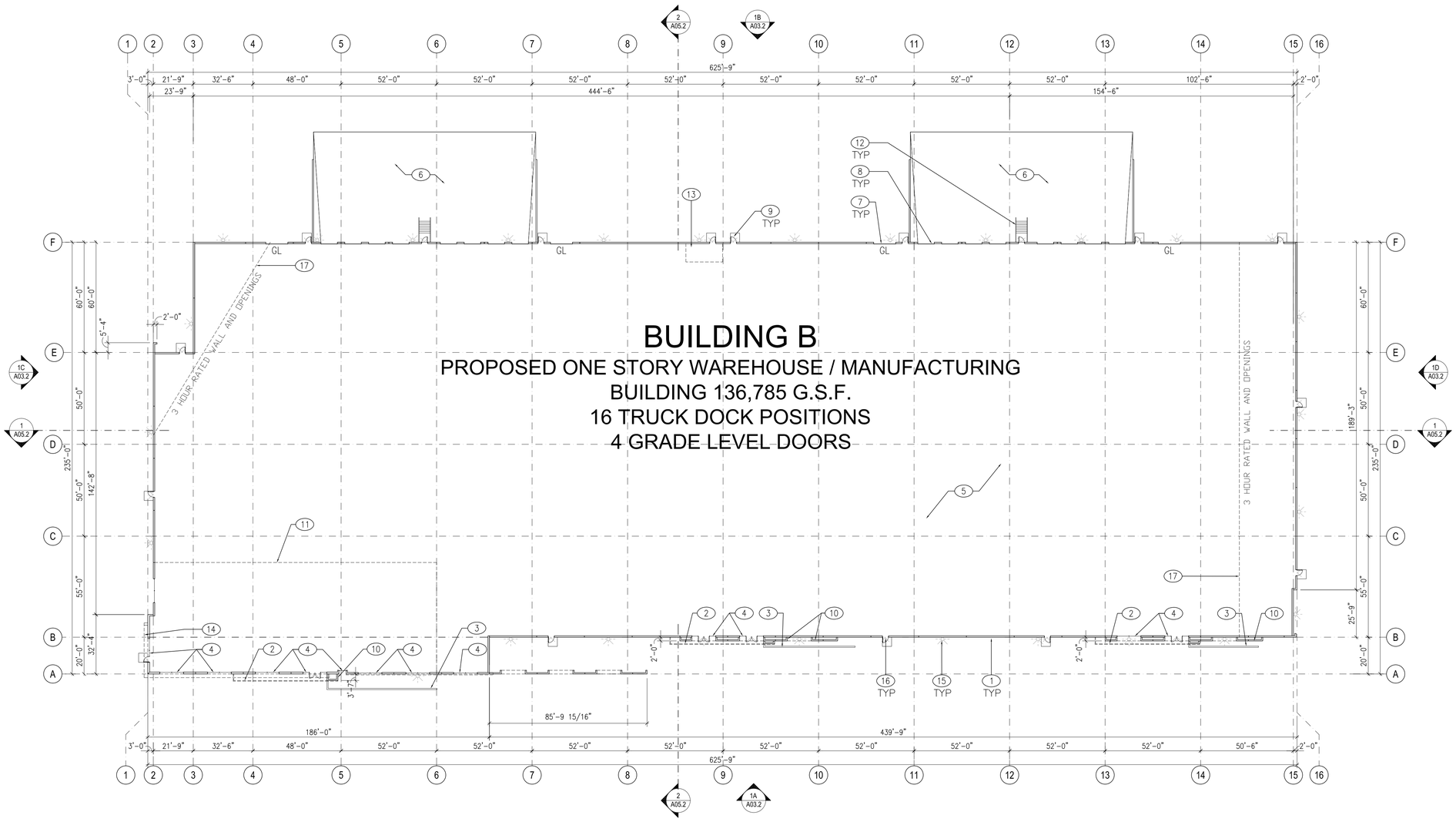
FLOOR PLAN BUILDING A

sheet no. :

A02.1



PLAN NORTH

0' 15' 30' 60'

FLOOR PLAN - BUILDING B

SCALE: 1" = 30'-0"

1

NOTES:

1. ANY FUTURE WET MANUFACTURING TENANTS SHALL COMPLY WITH ANY CITY REQUIREMENTS FOR WET MANUFACTURING.

KEYNOTES:

1. TYPICAL EXTERIOR WALLS TO BE TILT-UP CONCRETE WITH REVEALS AND A MULTICOLORED TEXTURED ELASTOMERIC FINISH SYSTEM. SEE EXTERIOR ELEVATIONS AND A03.2
2. LINE OF ENTRY CANOPY ABOVE, SEE EXTERIOR ELEVATIONS ON A03.2
3. STONE VENERED LOW WALL, SEE EXTERIOR ELEVATIONS ON A03.2
4. TINTED GLAZING IN ALUMINUM FRAMES
5. CONCRETE FLOOR SLAB
6. DEPRESSED CONCRETE TRUCK DOCK
7. 12' X 14' GRADE LEVEL ROLL UP DOOR
8. 8' X 9' DOCK LEVEL ROLL UP DOOR
9. 3' X 7' STEEL MAN DOOR, WHERE DOORS ARE SHOWN AT GLAZING, DOORS TO BE STOREFRONT DOORS
10. FRAMED PILASTER, SEE EXTERIOR ELEVATIONS ON A03.2
11. POTENTIAL FUTURE MEZZANINE LOCATION TO BE DETERMINED, IT'S EXTENT IF ANY WILL BE DETERMINED AT TIME OF FUTURE TENANT IMPROVEMENT. AREA AND USE AND GROUND FLOOR AREA MAY NOT EXCEED THE PARKING PROVIDED ON THE BUILDING'S PARCEL.
12. PREFABRICATED PAINTED STEEL STAIR, GUARDS AND HANDRAILS
13. PROPOSED ELECTRICAL ROOM LOCATION
14. LINE OF SOFFIT ABOVE, SEE EXTERIOR ELEVATIONS ON A03.2
15. INDICATES LOCATION OF SURFACE MOUNTED EXTERIOR SITE LIGHT FIXTURE ABOVE, SEE 1/A01.5
16. INDICATES LOCATION OF SURFACE MOUNTED EMERGENCY LIGHT FIXTURE CENTERED ABOVE DOOR, TYPICAL AT ALL EXTERIOR DOORS, SEE DETAIL 2/A01.5, AT ENTRIES SEE 4/A01.5
17. LINE OF 60' CLEAR PUBLIC YARD/FIRE SEPARATION FROM ADJACENT PROPERTY LINE OR BUILDING. WALL & OPENINGS WITHIN 60' OF PROPERTY LINE, ARE ALLOWED PER CBC 507.5 AND TO BE 3 HOUR RATED IN THIS AREA.

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B	NORTH DRIVEWAY REVISION	01-06-16
C	DRIVEWAY REVISIONS	02-02-16
D	DRIVEWAY REVISIONS	02-09-16
E	PLANNING RESUBMITTAL	02-18-16
F	SCVWD REVISIONS	03-15-16
G	PLANNING RESUBMITTAL	04-20-16

drawn by : DD plot date : 04-20-16

checked by : JDL

stamp

LICENSED ARCHITECT
JEFFREY D. LEONHARDT
NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

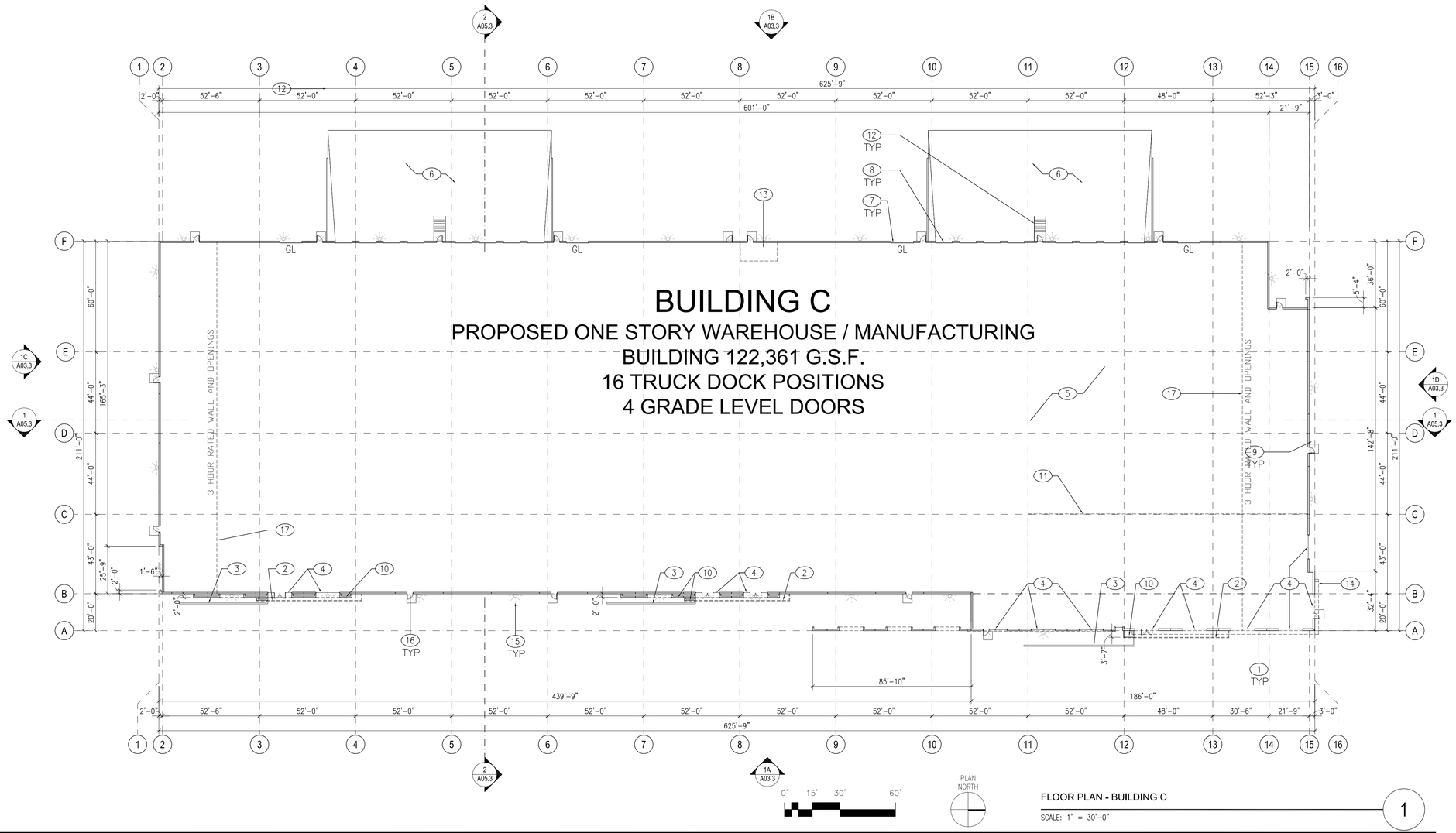
scale : AS NOTED

project number : 15426.00

FLOOR PLAN BUILDING B

sheet no. :

A02.2



FLOOR PLAN - BUILDING C

SCALE: 1" = 30'-0"

1

NOTES:

1. ANY FUTURE WET MANUFACTURING TENANTS SHALL COMPLY WITH ANY CITY REQUIREMENTS FOR WET MANUFACTURING.

KEYNOTES:

1. TYPICAL EXTERIOR WALLS TO BE TILT-UP CONCRETE WITH REVEALS AND A MULTICOLORED TEXTURED ELASTOMERIC FINISH SYSTEM. SEE EXTERIOR ELEVATIONS AND A03.3
2. LINE OF ENTRY CANOPY ABOVE, SEE EXTERIOR ELEVATIONS ON A03.3
3. STONE VENERED LOW WALL, SEE EXTERIOR ELEVATIONS ON A03.3
4. TINTED GLAZING IN ALUMINUM FRAMES
5. CONCRETE FLOOR SLAB
6. DEPRESSED CONCRETE TRUCK DOCK
7. 12' X 14' GRADE LEVEL ROLL UP DOOR
8. 8' X 9' DOCK LEVEL ROLL UP DOOR
9. 3' X 7' STEEL MAN DOOR, WHERE DOORS ARE SHOWN AT GLAZING, DOORS TO BE STOREFRONT DOORS
10. FRAMED PILASTER, SEE EXTERIOR ELEVATIONS ON A03.3
11. POTENTIAL FUTURE MEZZANINE LOCATION TO BE DETERMINED, IT'S EXTENT IF ANY WILL BE DETERMINED AT TIME OF FUTURE TENANT IMPROVEMENT. AREA AND USE AND GROUND FLOOR AREA MAY NOT EXCEED THE PARKING PROVIDED ON THE BUILDING'S PARCEL.
12. PREFABRICATED PAINTED STEEL STAIR, GUARDS AND HANDRAILS
13. PROPOSED ELECTRICAL ROOM LOCATION
14. LINE OF SOFFIT ABOVE, SEE EXTERIOR ELEVATIONS ON A03.3
15. INDICATES LOCATION OF SURFACE MOUNTED EXTERIOR SITE LIGHT FIXTURE ABOVE, SEE 1/A01.5
16. INDICATES LOCATION OF SURFACE MOUNTED EMERGENCY LIGHT FIXTURE CENTERED ABOVE DOOR, TYPICAL AT ALL EXTERIOR DOORS, SEE DETAIL 2/A01.5, AT ENTRIES SEE 4/A01.5
17. LINE OF 60' CLEAR PUBLIC YARD/FIRE SEPARATION FROM ADJACENT PROPERTY LINE OR BUILDING. WALL & OPENINGS WITHIN 60' OF PROPERTY LINE, ARE ALLOWED PER CBC 507.5 AND TO BE 3 HOUR RATED IN THIS AREA.

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PLANNING SUBMITTAL FOR:

McCARTHY CREEKSIDE

NORTH McCARTHY BOULEVARD,
CITY OF MILPITAS, CALIFORNIA

PROJECT DEVELOPER / OWNER:

McCARTHY RANCH

15425 LOS GATOS BLVD SUITE 102,
LOS GATOS CA, 95032

approved for the owner by :

approved for the architect by :

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NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

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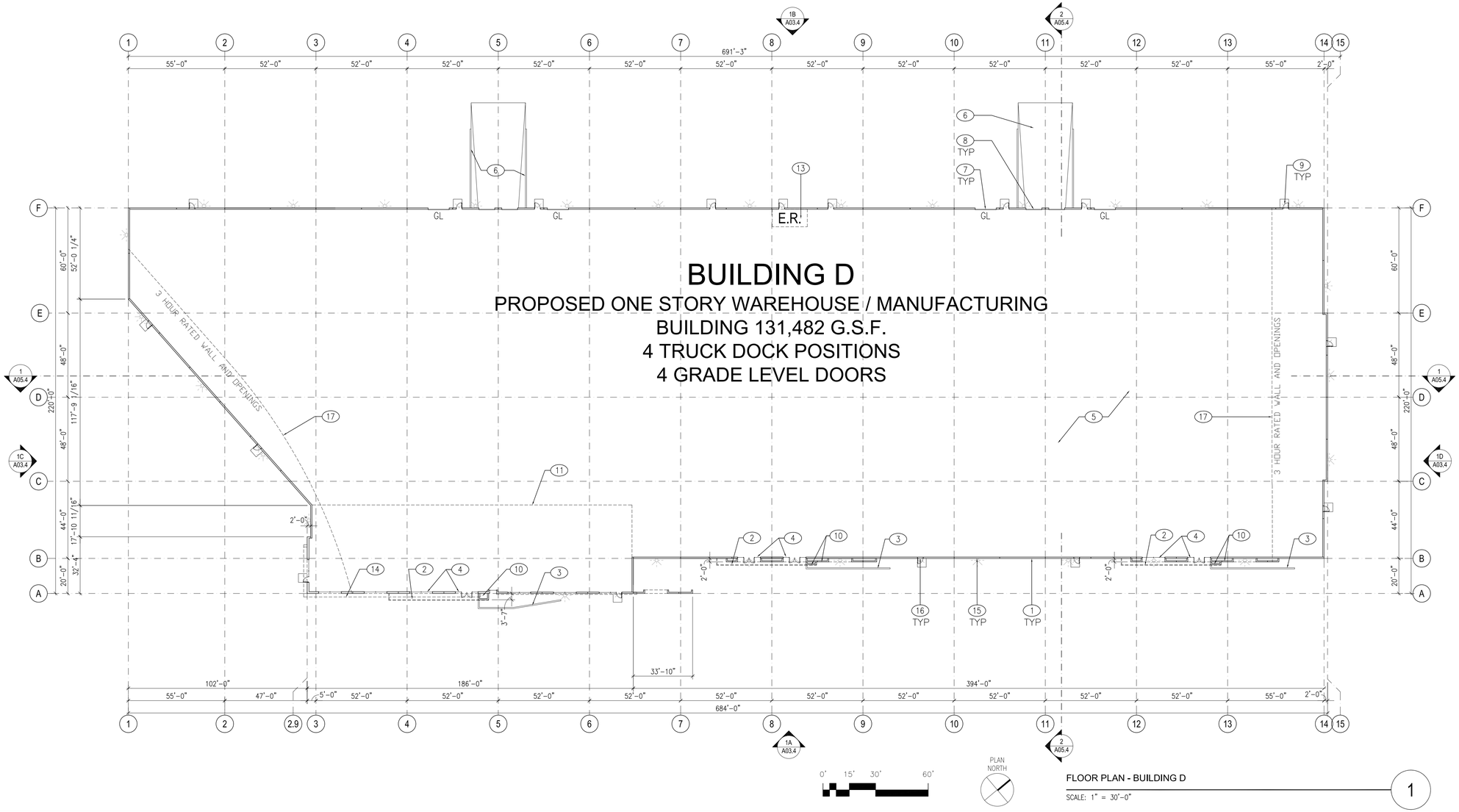
FLOOR PLAN
BUILDING C

sheet no. :

A02.3



FLOOR PLAN - BUILDING D

SCALE: 1" = 30'-0"

NOTES:

1. ANY FUTURE WET MANUFACTURING TENANTS SHALL COMPLY WITH ANY CITY REQUIREMENTS FOR WET MANUFACTURING.

KEYNOTES:

1. TYPICAL EXTERIOR WALLS TO BE TILT-UP CONCRETE WITH REVEALS AND A MULTICOLORED TEXTURED ELASTOMERIC FINISH SYSTEM. SEE EXTERIOR ELEVATIONS AND A03.4
2. LINE OF ENTRY CANOPY ABOVE, SEE EXTERIOR ELEVATIONS ON A03.4
3. STONE VENERED LOW WALL, SEE EXTERIOR ELEVATIONS ON A03.4
4. TINTED GLAZING IN ALUMINUM FRAMES
5. CONCRETE FLOOR SLAB
6. DEPRESSED CONCRETE TRUCK DOCK
7. 12' X 14' GRADE LEVEL ROLL UP DOOR
8. 8' X 9' DOCK LEVEL ROLL UP DOOR
9. 3' X 7' STEEL MAN DOOR, WHERE DOORS ARE SHOWN AT GLAZING, DOORS TO BE STOREFRONT DOORS
10. FRAMED PILASTER, SEE EXTERIOR ELEVATIONS ON A03.4
11. POTENTIAL FUTURE MEZZANINE LOCATION TO BE DETERMINED, IT'S EXTENT IF ANY WILL BE DETERMINED AT TIME OF FUTURE TENANT IMPROVEMENT. AREA AND USE AND GROUND FLOOR AREA MAY NOT EXCEED THE PARKING PROVIDED ON THE BUILDING'S PARCEL.
12. NOT USED
13. PROPOSED ELECTRICAL ROOM LOCATION
14. LINE OF SOFFIT ABOVE, SEE EXTERIOR ELEVATIONS ON A03.4
15. INDICATES LOCATION OF SURFACE MOUNTED EXTERIOR SITE LIGHT FIXTURE ABOVE, SEE 1/A01.5
16. INDICATES LOCATION OF SURFACE MOUNTED EMERGENCY LIGHT FIXTURE CENTERED ABOVE DOOR, TYPICAL AT ALL EXTERIOR DOORS, SEE DETAIL 2/A01.5, AT ENTRIES SEE 4/A01.5
17. LINE OF 60' CLEAR PUBLIC YARD/FIRE SEPARATION FROM ADJACENT PROPERTY LINE OR BUILDING. WALL & OPENINGS WITHIN 60' OF PROPERTY LINE, ARE ALLOWED PER CBC 507.5 AND TO BE 3 HOUR RATED IN THIS AREA.

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checked by : JDL

stamp

LICENSED ARCHITECT
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NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

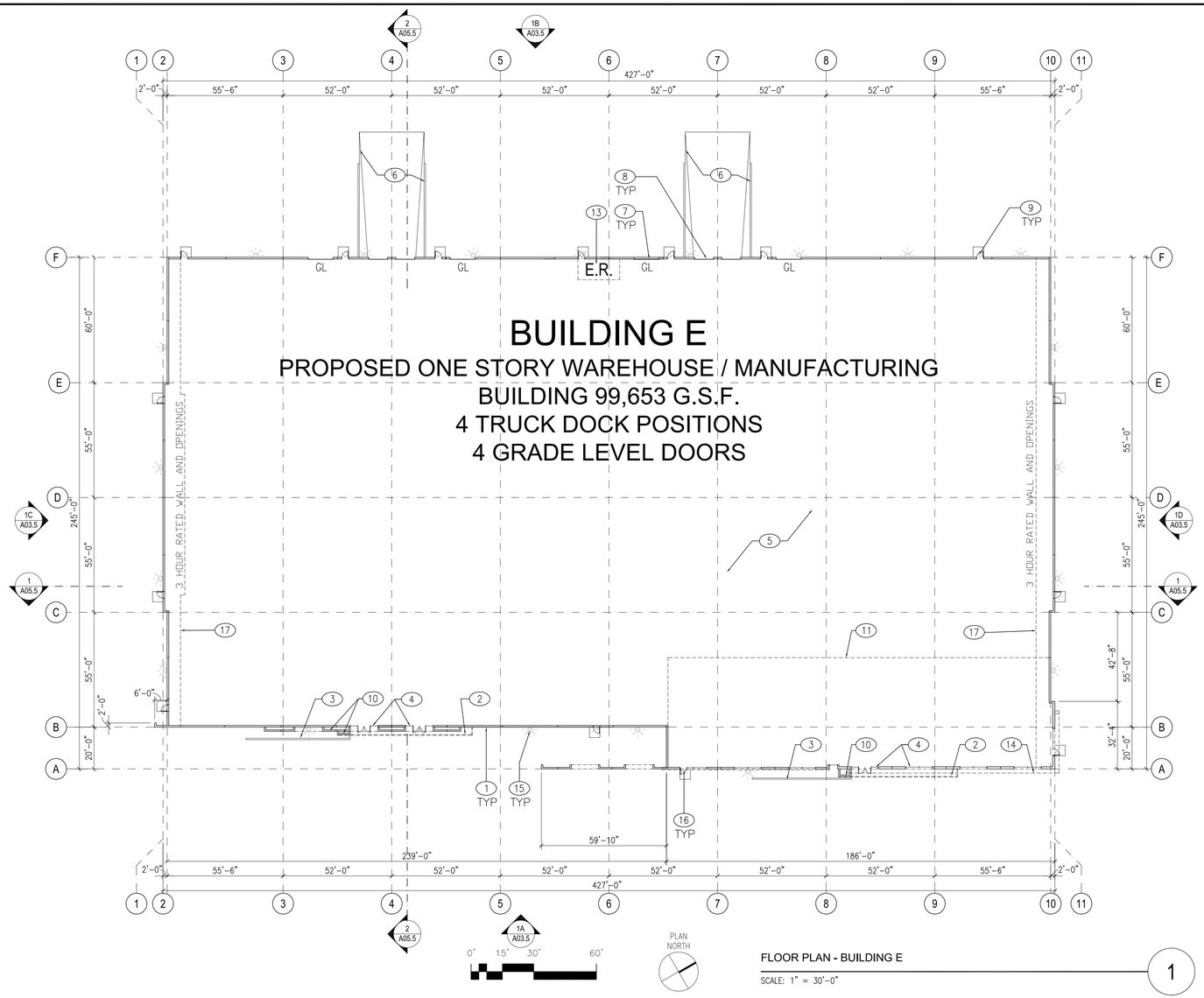
scale : AS NOTED

project number : 15426.00

FLOOR PLAN
BUILDING D

sheet no. :

A02.4



FLOOR PLAN - BUILDING E

SCALE: 1" = 30'-0"

1

NOTES:

1. ANY FUTURE WET MANUFACTURING TENANTS SHALL COMPLY WITH ANY CITY REQUIREMENTS FOR WET MANUFACTURING.

KEYNOTES:

1. TYPICAL EXTERIOR WALLS TO BE TILT-UP CONCRETE WITH REVEALS AND A MULTICOLORED TEXTURED ELASTOMERIC FINISH SYSTEM. SEE EXTERIOR ELEVATIONS AND A03.5
2. LINE OF ENTRY CANOPY ABOVE, SEE EXTERIOR ELEVATIONS ON A03.5
3. STONE VENERED LOW WALL, SEE EXTERIOR ELEVATIONS ON A03.5
4. TINTED GLAZING IN ALUMINUM FRAMES
5. CONCRETE FLOOR SLAB
6. DEPRESSED CONCRETE TRUCK DOCK
7. 12' X 14' GRADE LEVEL ROLL UP DOOR
8. 8' X 9' DOCK LEVEL ROLL UP DOOR
9. 3' X 7' STEEL MAN DOOR, WHERE DOORS ARE SHOWN AT GLAZING, DOORS TO BE STOREFRONT DOORS
10. FRAMED PILASTER, SEE EXTERIOR ELEVATIONS ON A03.5
11. POTENTIAL FUTURE MEZZANINE LOCATION TO BE DETERMINED, IT'S EXTENT IF ANY WILL BE DETERMINED AT TIME OF FUTURE TENANT IMPROVEMENT. AREA AND USE AND GROUND FLOOR AREA MAY NOT EXCEED THE PARKING PROVIDED ON THE BUILDING'S PARCEL.
12. PREFABRICATED PAINTED STEEL STAIR, GUARDS AND HANDRAILS
13. PROPOSED ELECTRICAL ROOM LOCATION
14. LINE OF SOFFIT ABOVE, SEE EXTERIOR ELEVATIONS ON A03.5
15. INDICATES LOCATION OF SURFACE MOUNTED EXTERIOR SITE LIGHT FIXTURE ABOVE, SEE 1/A01.5
16. INDICATES LOCATION OF SURFACE MOUNTED EMERGENCY LIGHT FIXTURE CENTERED ABOVE DOOR, TYPICAL AT ALL EXTERIOR DOORS, SEE DETAIL 2/A01.5, AT ENTRIES SEE 4/A01.5
17. LINE OF 60' CLEAR PUBLIC YARD/FIRE SEPARATION FROM ADJACENT PROPERTY LINE OR BUILDING. WALL & OPENINGS WITHIN 60' OF PROPERTY LINE, ARE ALLOWED PER CBC 507.5 AND TO BE 3 HOUR RATED IN THIS AREA.

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STATE OF CALIFORNIA

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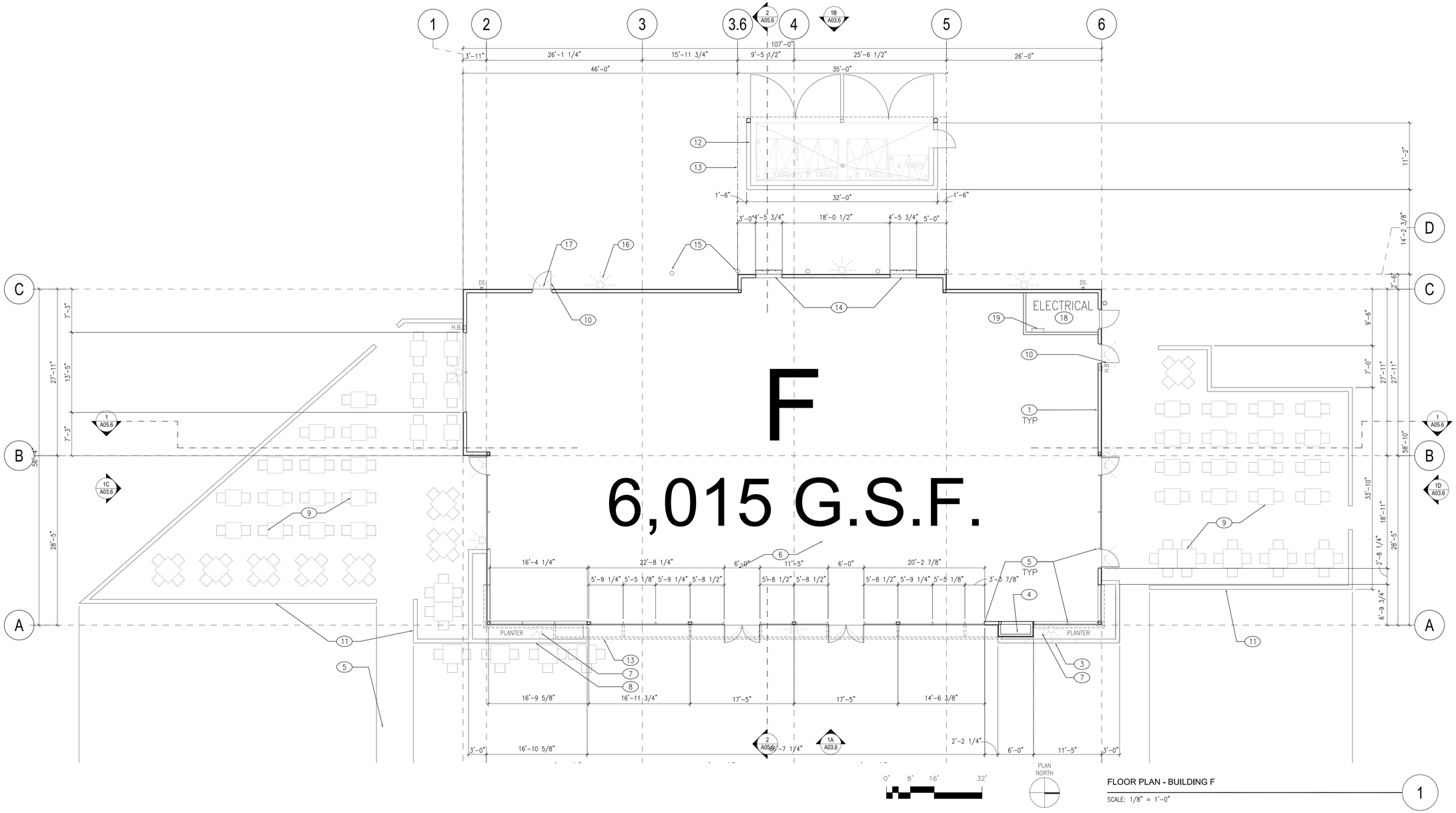
FLOOR PLAN BUILDING E

sheet no. :

A02.5



FLOOR PLAN - BUILDING F

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

1

KEYNOTES:

1. TYPICAL EXTERIOR WOOD FRAMED WALLS CONSISTING OF A STUCCO ESYSTEM WITH REVEALS AND A MULTICOLORED TEXTURED ELASTOMERIC FINISH SYSTEM. SEE EXTERIOR ELEVATIONS AND A03.6
2. LINE OF ENTRY CANOPY ABOVE, SEE EXTERIOR ELEVATIONS ON A03.6
3. STONE VENERED PLANTER WALL, SEE EXTERIOR ELEVATIONS ON A03.6
4. FRAMED PILASTER WITH STONE VENEER, SEE EXTERIOR ELEVATIONS ON A03.6
5. TINTED GLAZING IN ALUMINUM FRAMES, SEE EXTERIOR ELEVATIONS A03.6
6. CONCRETE FLOOR SLAB
7. LINE OF SOFFIT ABOVE, SEE EXTERIOR ELEVATIONS ON A03.6
8. CONCRETE PLANTER
9. SITE FURNITURE (N.I.C.) SHOWN FOR REFERENCE ONLY
10. 3' X 7' STEEL MAN DOOR, WHERE DOORS ARE SHOWN AT GLAZING, DOORS TO BE STOREFRONT DOORS
11. CONCRETE PATIO WALL
12. TRASH ENCLOSURE, CMU WALLS WITH STEEL GATES AND MAN DOOR FINISH TO MATCH BUILDING. SLOPE FLOOR TO DRAIN AS REQUIRED FOR FOOD ESTABLISHMENTS, SEE DETAIL 1/A01.3 (SIMILAR).
13. LINE OF CANOPY ABOVE, SEE EXTERIOR ELEVATIONS ON A03.6
14. SLIDING DRIVE-THRU WINDOW
15. STEEL BOLLARDS, TYPICAL
16. INDICATES LOCATION OF SURFACE MOUNTED EXTERIOR SITE LIGHT FIXTURE ABOVE, SEE 1/A01.5
17. INDICATES LOCATION OF SURFACE MOUNTED EMERGENCY LIGHT FIXTURE CENTERED ABOVE DOOR, TYPICAL AT ALL EXTERIOR DOORS, SEE DETAIL 2/A01.5, AT ENTRIES SEE 4/A01.5
18. PROPOSED ELECTRICAL ROOM
19. ROOF ACCESS LADDER

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NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

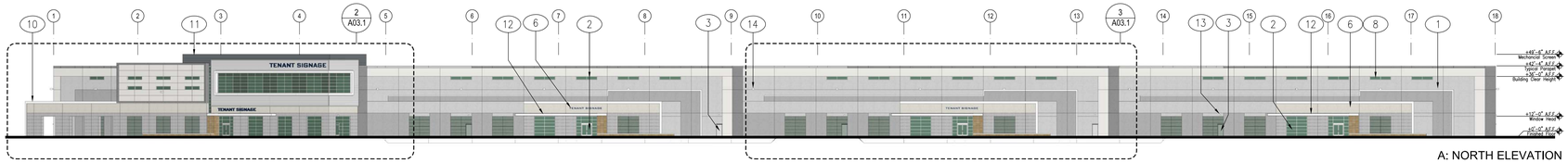
scale : AS NOTED

project number : 15426.00

FLOOR PLAN BUILDING F

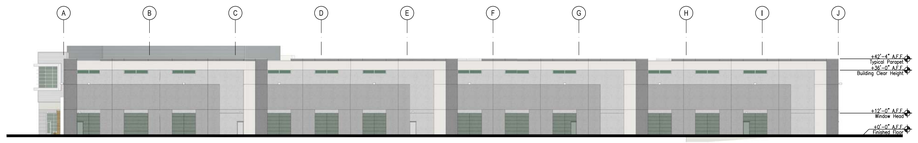
sheet no. :

A02.6

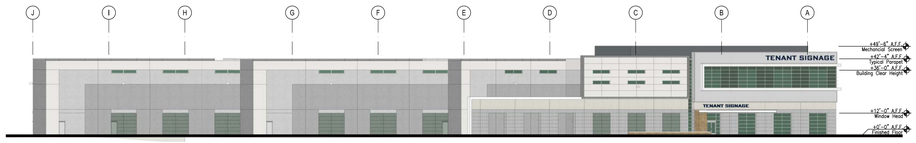


A: NORTH ELEVATION

B: SOUTH ELEVATION



D: WEST ELEVATION



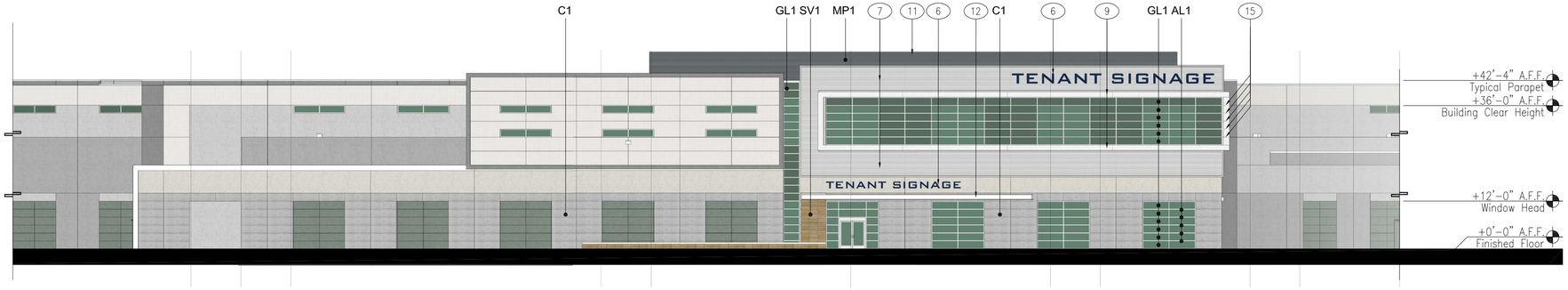
C: EAST ELEVATION

0' 20' 40' 80'

BUILDING A : EXTERIOR ELEVATIONS

SCALE: 1" = 40'-0"

1

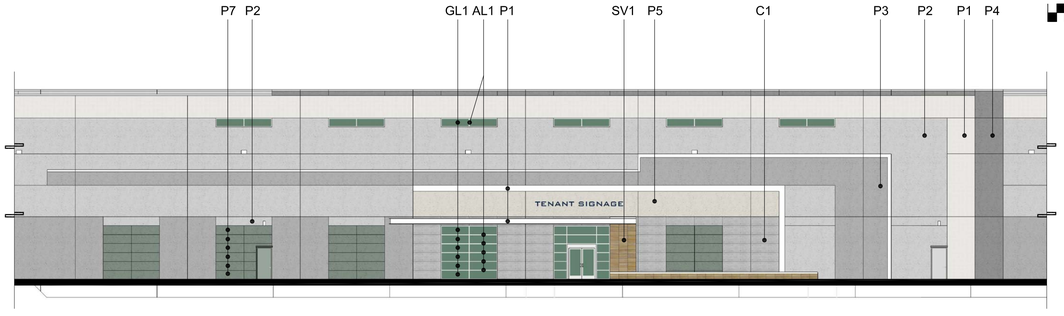


0' 8' 16' 32'

BUILDING A : PRIMARY ENTRY ELEVATION

SCALE: 1/16" = 1'-0"

2



0' 8' 16' 32'

BUILDING A : SECONDARY ENTRY (TYPICAL OF 3)

SCALE: 1/16" = 1'-0"

3

EXTERIOR FINISH SCHEDULE:

- P1: PAINT 1 — SHERWIN WILLIAMS SW 7005 PURE WHITE
- P2: PAINT 2 — SHERWIN WILLIAMS SW 7016 MINDFUL GRAY
- P3: PAINT 3 — SHERWIN WILLIAMS SW 7017 DORIAN GRAY
- P4: PAINT 4 — SHERWIN WILLIAMS SW 7018 DOVETAIL
- P5: PAINT 5 — SHERWIN WILLIAMS SW 7036 ACCESSIBLE BEIGE
- P6: PAINT 6 — SHERWIN WILLIAMS SW 7038 TONY TAUPE
- P7: PAINT 7 — SHERWIN WILLIAMS SW 6207 RETREAT
- GL1: GREEN VISION GLAZING 1 — PPG ATLANTICA 1/4" DUAL PANE GLAZING
- GL2: GREEN SPANDREL GLAZING 2 — PPG CLEAR FLOAT 1/4" SINGLE PANE WITH I.C.D. OPACI-COAT 2-1964 ATLANTIC WATERS
- AL1: ALUMINUM STOREFRONT FRAMES — CLEAR ANODIZED ALUMINUM
- MP1: ARCHITECTURAL METAL PANELS — AEP SPAN HR 36 RIB, 36" COVERAGE — COLOR: Cool ZACtique II
- MP2: ARCHITECTURAL METAL PANELS — AEP SPAN HR 36 RIB, 36" COVERAGE — COLOR: METALLIC SILVER
- SV1: STONE VENEER 1 — ECHEGUREN SLATE — STYLE: INDIA TEAK SANDSTONE, 15mm THICKNESS, HONED BOTH SIDES, NOMINAL 24" X 12" SIZE — GRAINING TO BE PARALLEL IN THE 24" DIRECTION — 3/8" GROUT JOINTS
- C1: CONCRETE TILT-UP PANEL WITH SIMULATED CAST-IN-PLACE APPEARANCE CONSISTING OF 1) A GRID OF 1/2" WIDE HORIZONTAL AND VERTICAL REVEALS, 2) CAST IN PLACE, 3/4" Ø DIVOTS SET 4" FROM GRID CORNERS AND 3) A BARE / UNFINISHED CONCRETE FINISH

KEYNOTES:

1. EXTERIOR WALLS CONSIST OF TILT-UP CONCRETE PANELS WITH REVEALS AND A TEXTURED COATING SYSTEM
2. DUAL PANE VISION GLAZING AND SINGLE PANE SPANDREL GLAZING IN ALUMINUM FRAMES.
3. STEEL FRAME AND MAN DOOR. PAINT TO MATCH ADJACENT BUILDING COLOR
4. 12' X 14' SECTIONAL ROLL UP DOOR. PAINT TO MATCH ADJACENT BUILDING COLOR
5. 9' X 10' SECTIONAL ROLL UP DOOR. PAINT TO MATCH ADJACENT BUILDING COLOR
6. TENANT SIGNAGE, SEE DETAIL 2/A01.8
7. ARCHITECTURAL METAL PANELS OVER TILT-UP WALL. FINISH MP2
8. CLERESTORY WINDOWS. DUAL PANE GL1 GLAZING & AL1 FRAMES
9. FOAM BANDING WITH TEXTURED COATING SYSTEM OVER CONCRETE TITLT-UP WALL PANEL
10. FREESTANDING TILT-UP PANELS WITH REVEALS AND TEXTURED COATING SYSTEM
11. MECHANICAL EQUIPMENT SCREEN WITH METAL PANELS MP1
12. PAINTED STEEL ENTRY CANOPY CANTILEVERED OFF BUILDING FACE. PAINT P7
13. INDICATES LOCATION OF SURFACE MOUNTED EMERGENCY LIGHT FIXTURE CENTERED ABOVE DOOR AT ALL EXTERIOR DOORS, SEE DETAIL 2/A01.5, AT ENTRIES SEE 4/A01.5
14. INDICATES LOCATION OF SURFACE MOUNTED EXTERIOR SITE LIGHT FIXTURE ABOVE, SEE 1/A01.5
15. 12" DEEP CLEAR ANODIZED ALUMINUM LIGHT SHELF ATTACHED TO STOREFRONT MULLION SYSTEM TYPICAL AT ALL PRIMARY BUILDING ENTRIES

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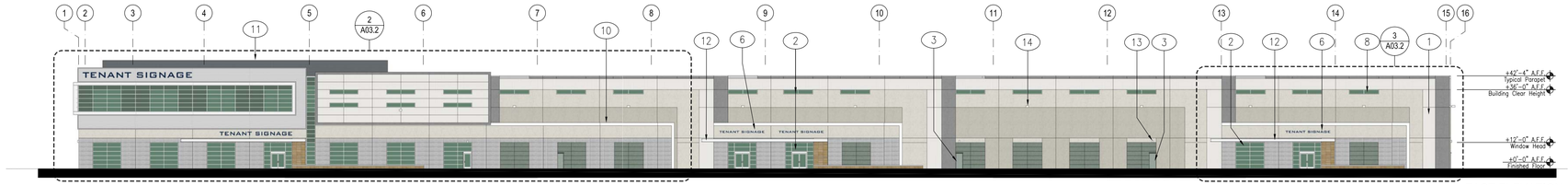
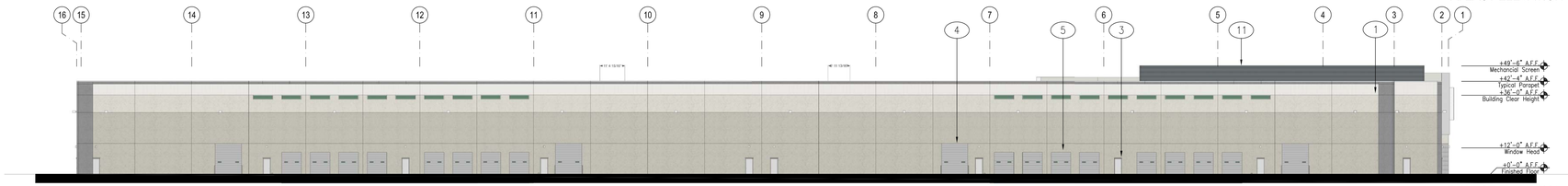
EXTERIOR ELEVATIONS - BUILDING A

sheet no. :

A03.1

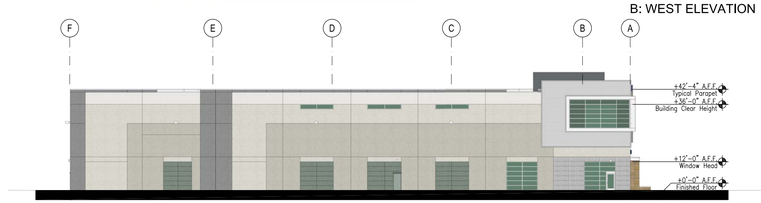


A: EAST ELEVATION



B: WEST ELEVATION

D: NORTH ELEVATION



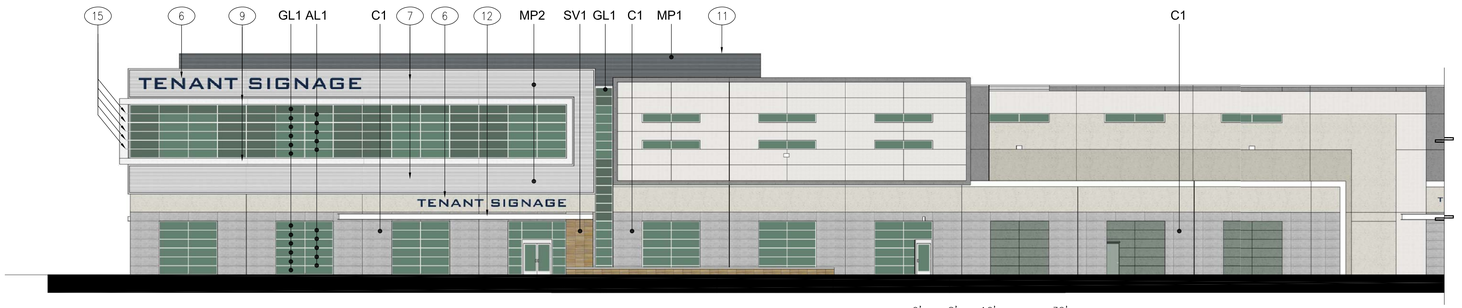
C: SOUTH ELEVATION

0' 15' 30' 60'

BUILDING B : EXTERIOR ELEVATIONS

SCALE: 1" = 30'-0"

1

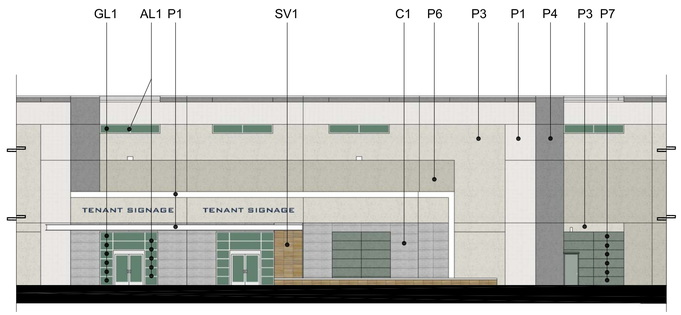


0' 8' 16' 32'

BUILDING B : PRIMARY ENTRY ELEVATION

SCALE: 1/16" = 1'-0"

2



0' 8' 16' 32'

BUILDING B : SECONDARY ENTRY (TYPICAL OF 3)

SCALE: 1/16" = 1'-0"

3

EXTERIOR FINISH SCHEDULE:

- P1: PAINT 1 — SHERWIN WILLIAMS SW 7005 PURE WHITE
- P2: PAINT 2 — SHERWIN WILLIAMS SW 7016 MINDFUL GRAY
- P3: PAINT 3 — SHERWIN WILLIAMS SW 7017 DORIAN GRAY
- P4: PAINT 4 — SHERWIN WILLIAMS SW 7018 DOVETAIL
- P5: PAINT 5 — SHERWIN WILLIAMS SW 7036 ACCESSIBLE BEIGE
- P6: PAINT 6 — SHERWIN WILLIAMS SW 7038 TONY TAUPE
- P7: PAINT 7 — SHERWIN WILLIAMS SW 6207 RETREAT
- GL1: GREEN VISION GLAZING 1 — PPG ATLANTICA 1/4" DUAL PANE GLAZING
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- AL1: ALUMINUM STOREFRONT FRAMES — CLEAR ANODIZED ALUMINUM
- MP1: ARCHITECTURAL METAL PANELS — AEP SPAN HR 36 RIB, 36" COVERAGE — COLOR: Cool ZACtique II
- MP2: ARCHITECTURAL METAL PANELS — AEP SPAN HR 36 RIB, 36" COVERAGE — COLOR: METALLIC SILVER
- SV1: STONE VENEER 1 — ECHEGUREN SLATE — STYLE: INDIA TEAK SANDSTONE, 15mm THICKNESS, HONED BOTH SIDES, NOMINAL 24" X 12" SIZE — GRAINING TO BE PARALLEL IN THE 24" DIRECTION — 3/8" GROUT JOINTS
- C1: CONCRETE TILT-UP PANEL WITH SIMULATED CAST-IN-PLACE APPEARANCE CONSISTING OF 1) A GRID OF 1/2" WIDE HORIZONTAL AND VERTICAL REVEALS, 2) CAST IN PLACE, 3/4" Ø DIVOTS SET 4" FROM GRID CORNERS AND 3) A BARE / UNFINISHED CONCRETE FINISH

KEYNOTES:

1. EXTERIOR WALLS CONSIST OF TILT-UP CONCRETE PANELS WITH REVEALS AND A TEXTURED COATING SYSTEM
2. DUAL PANE VISION GLAZING AND SINGLE PANE SPANDREL GLAZING IN ALUMINUM FRAMES.
3. STEEL FRAME AND MAN DOOR. PAINT TO MATCH ADJACENT BUILDING COLOR
4. 12' X 14' SECTIONAL ROLL UP DOOR. PAINT TO MATCH ADJACENT BUILDING COLOR
5. 9' X 10' SECTIONAL ROLL UP DOOR. PAINT TO MATCH ADJACENT BUILDING COLOR
6. TENANT SIGNAGE, SEE DETAIL 2/A01.8
7. ARCHITECTURAL METAL PANELS OVER TILT-UP WALL. FINISH MP2
8. CLERESTORY WINDOWS. DUAL PANE GL1 GLAZING & AL1 FRAMES
9. FOAM BANDING WITH TEXTURED COATING SYSTEM OVER CONCRETE TITLT-UP WALL PANEL
10. FREESTANDING TILT-UP PANELS WITH REVEALS AND TEXTURED COATING SYSTEM
11. MECHANICAL EQUIPMENT SCREEN WITH METAL PANELS MP1
12. PAINTED STEEL ENTRY CANOPY CANTILEVERED OFF BUILDING FACE. PAINT P7
13. INDICATES LOCATION OF SURFACE MOUNTED EMERGENCY LIGHT FIXTURE CENTERED ABOVE DOOR AT ALL EXTERIOR DOORS, SEE DETAIL 2/A01.5, AT ENTRIES SEE 4/A01.5
14. INDICATES LOCATION OF SURFACE MOUNTED EXTERIOR SITE LIGHT FIXTURE ABOVE, SEE 1/A01.5
15. 12" DEEP CLEAR ANODIZED ALUMINUM LIGHT SHELF ATTACHED TO STOREFRONT MULLION SYSTEM TYPICAL AT ALL PRIMARY BUILDING ENTRIES

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PROJECT DEVELOPER / OWNER:

McCARTHY RANCH

15425 LOS GATOS BLVD SUITE 102,
LOS GATOS CA, 95032

approved for the owner by :

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issue :	description :	date :
A	PLANNING SUBMITTAL	12-08-15
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G	PLANNING RESUBMITTAL	04-20-16

drawn by : DD plot date : 04-20-16

checked by : JDL

stamp

LICENSED ARCHITECT
JEFFREY D. LEONHARDT
NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

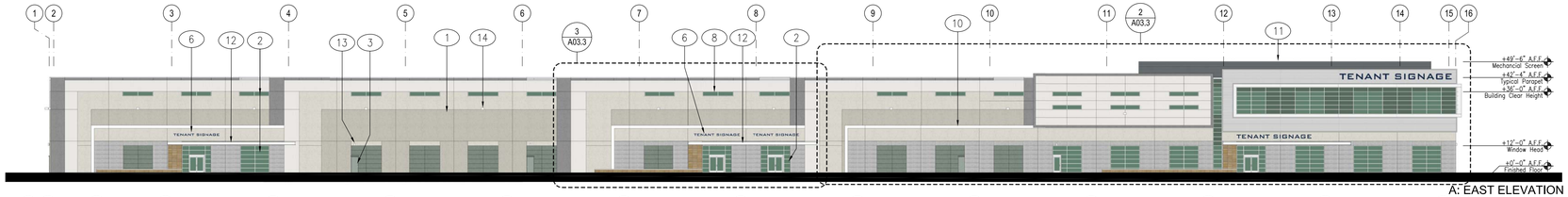
scale : AS NOTED

project number : 15426.00

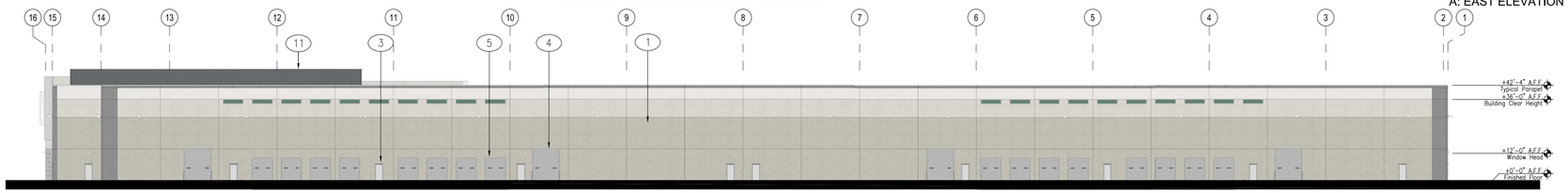
EXTERIOR ELEVATIONS - BUILDING B

sheet no. :

A03.2

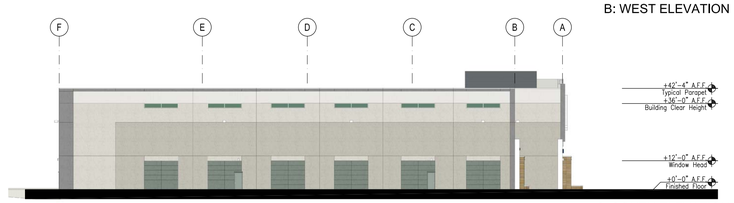


A: EAST ELEVATION



B: WEST ELEVATION

D: NORTH ELEVATION



C: SOUTH ELEVATION

0' 15' 30' 60'

BUILDING C : EXTERIOR ELEVATIONS

SCALE: 1" = 30'-0"

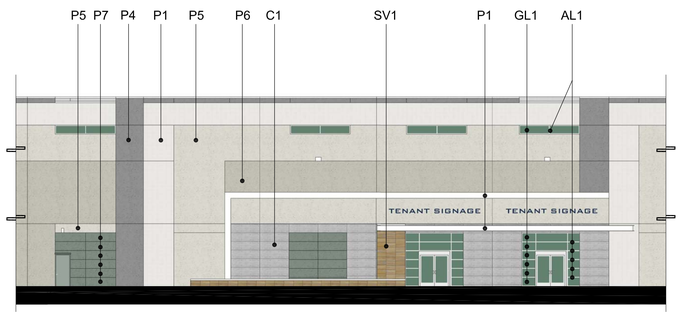
1

0' 8' 16' 32'

BUILDING C : PRIMARY ENTRY ELEVATION

SCALE: 1/16" = 1'-0"

2



0' 8' 16' 32'

BUILDING C : SECONDARY ENTRY (TYPICAL OF 3)

SCALE: 1/16" = 1'-0"

3

EXTERIOR FINISH SCHEDULE:

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LICENSED ARCHITECT
JEFFREY D. LEONHARDT
NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

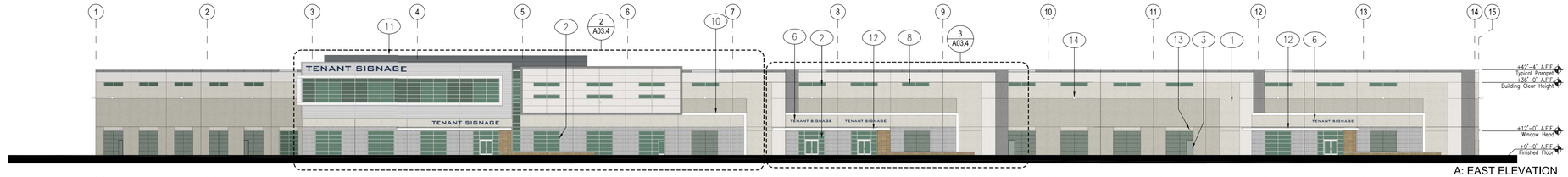
scale : AS NOTED

project number : 15426.00

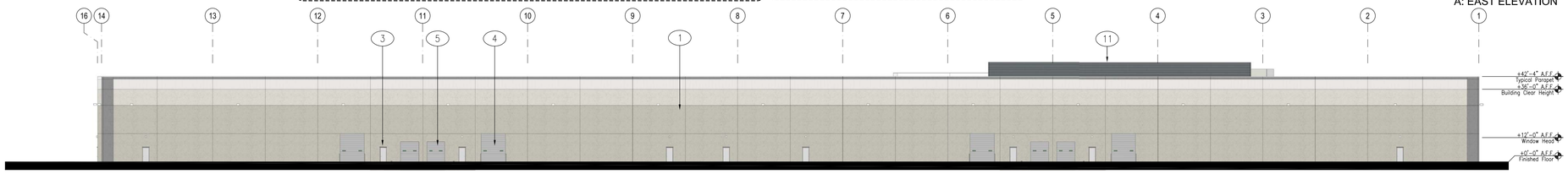
EXTERIOR ELEVATIONS - BUILDING C

sheet no. :

A03.3



A: EAST ELEVATION



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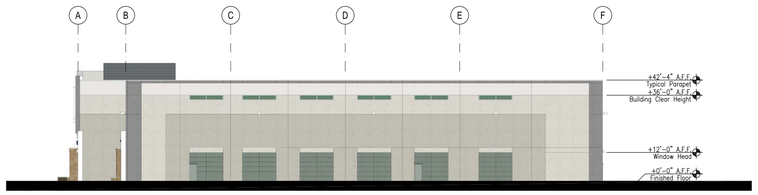
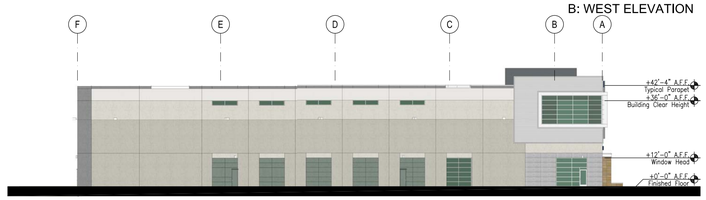


D: NORTH ELEVATION

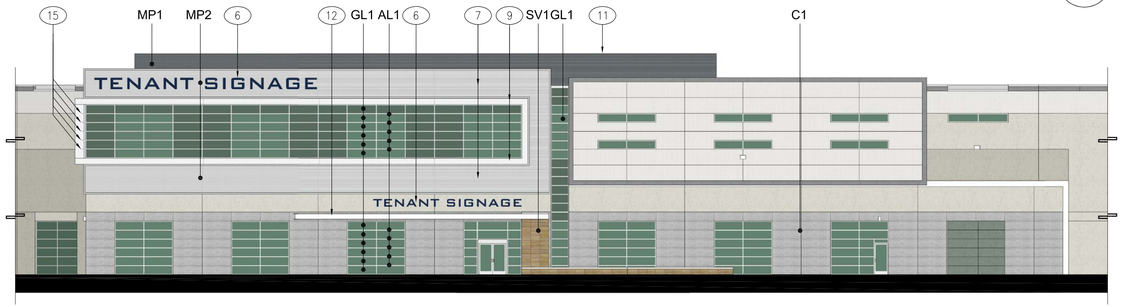


C: SOUTH ELEVATION

0' 15' 30' 60'

BUILDING D : EXTERIOR ELEVATIONS — 1

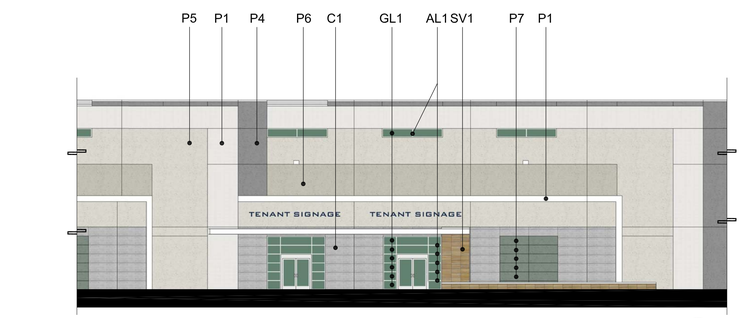
SCALE: 1" = 30'-0"



0' 8' 16' 32'

BUILDING D : PRIMARY ENTRY ELEVATION — 2

SCALE: 1/16" = 1'-0"



0' 8' 16' 32'

BUILDING D : SECONDARY ENTRY (TYPICAL OF 3) — 3

SCALE: 1/16" = 1'-0"

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7. ARCHITECTURAL METAL PANELS OVER TILT-UP WALL. FINISH MP2
8. CLERESTORY WINDOWS. DUAL PANE GL1 GLAZING & AL1 FRAMES
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13. INDICATES LOCATION OF SURFACE MOUNTED EMERGENCY LIGHT FIXTURE CENTERED ABOVE DOOR AT ALL EXTERIOR DOORS, SEE DETAIL 2/A01.5, AT ENTRIES SEE 4/A01.5
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checked by : JDL

stamp

LICENSED ARCHITECT — JEFFREY D. LEONHARDT — NO. C33644 REN. 12-31-17 — STATE OF CALIFORNIA

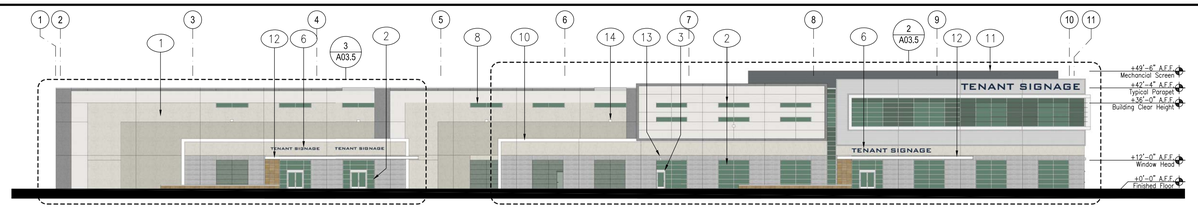
scale : AS NOTED

project number : 15426.00

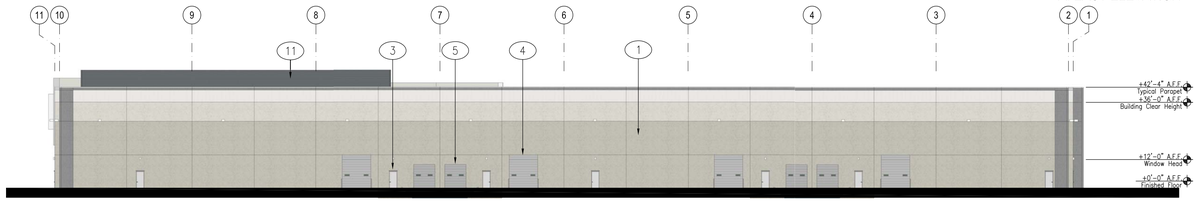
EXTERIOR ELEVATIONS - BUILDING D

sheet no. :

A03.4

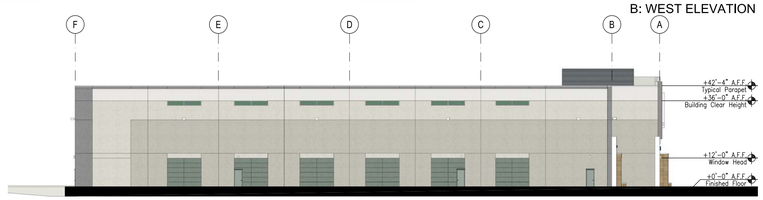


A: EAST ELEVATION



B: WEST ELEVATION

D: NORTH ELEVATION



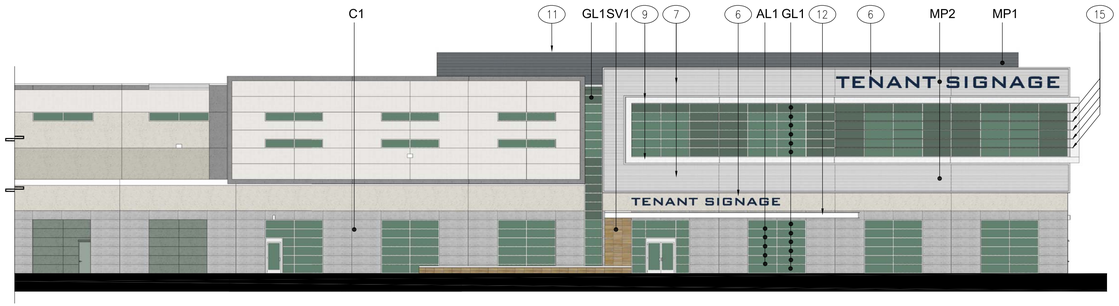
C: SOUTH ELEVATION

0' 15' 30' 60'

BUILDING E : EXTERIOR ELEVATIONS

SCALE: 1" = 30'-0"

1

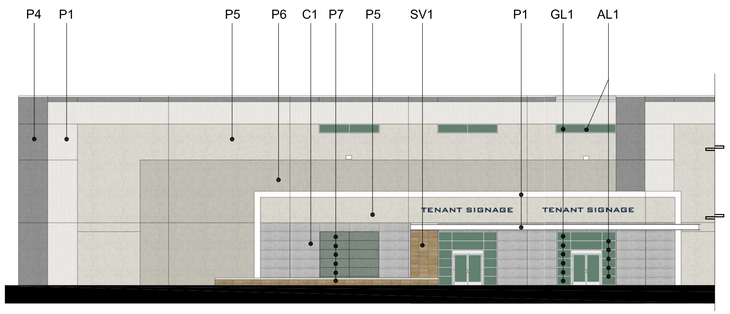


0' 8' 16' 32'

BUILDING E : PRIMARY ENTRY ELEVATION

SCALE: 1/16" = 1'-0"

2



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BUILDING E : SECONDARY ENTRY (TYPICAL OF 3)

SCALE: 1/16" = 1'-0"

3

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E	PLANNING RESUBMITTAL	02-18-16
F	SCVWD REVISIONS	03-15-16
G	PLANNING RESUBMITTAL	04-20-16

drawn by : DD plot date : 04-20-16

checked by : JDL

stamp

LICENSED ARCHITECT
JEFFREY D. LEONHARDT
NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

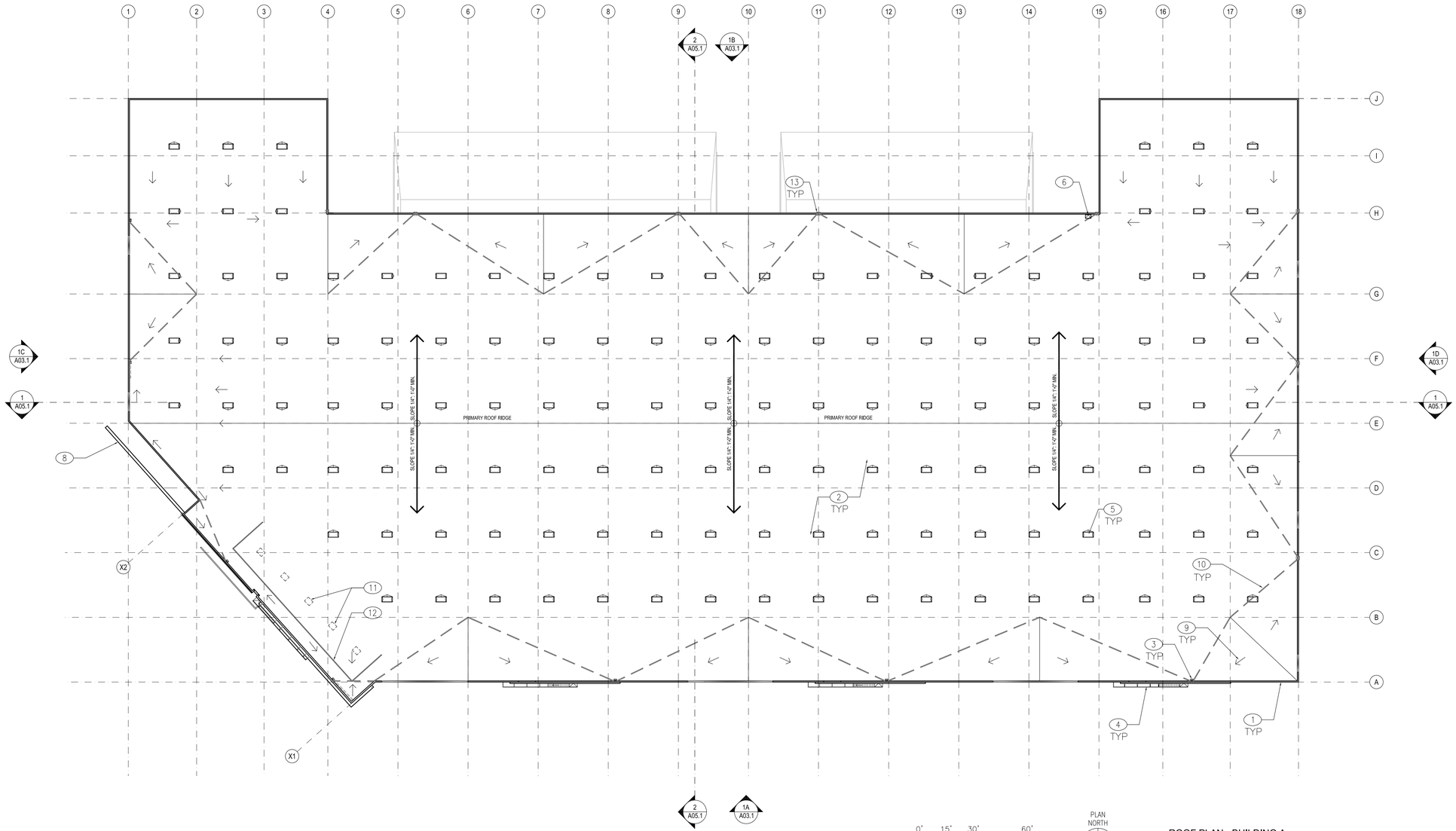
scale : AS NOTED

project number : 15426.00

EXTERIOR ELEVATIONS - BUILDING E

sheet no. :

A03.5



0' 15' 30' 60'

PLAN NORTH

ROOF PLAN - BUILDING A

SCALE: 1" = 30'-0"

1

KEYNOTES:

1. LINE OF TYPICAL PARAPET WALL
2. TYPICAL LOW SLOPE ROOF 1/4" PER 12" MIN SLOPE. ROOF ASSEMBLY CONSISTS OF A TPO ROOF MEMBRANE OVER 1/2" STRUCTURAL SHEATHING OVER STRUCTURAL FRAMING
3. INTERIOR ROOF DRAIN, TYPICAL
4. ENTRY CANOPY AND STEEL FRAMING BELOW, SEE A02.1 AND A03.1
5. 4' X 8' DUAL DOME SELF CURBING SKYLIGHT WITH FOAM CRICKET AT HIGH SIDE OF ROOF, TYPICAL OF 110 SKYLIGHTS
6. LOCATION OF ROOF HATCH AND ROOF ACCESS LADDER TO BE DETERMINED.
7. LOCATION OF POTENTIAL FUTURE SOLAR PANELS (NOT SHOWN) ARE TO BE ARRANGED INTO AN ORDERLY & CONSISTENT LAYOUT TO THE SATISFACTION OF THE PLANNING DEPARTMENT
8. WING WALL BELOW, SEE A02.1 AND A03.1
9. INDICATES DIRECTION OF ROOF SLOPE
10. THICK DASHED GRAY LINE INIDCATES WARPED ROOF AREA
11. POTENTIAL FUTURE LOCATION OF ROOF MOUNTED HVAC EQUIPMENT EQUIPMENT TO BE SCREENED FROM VIEW BY MECHANICAL SCREEN. LOCATION OF HVAC EQUIPMENT TO BE DETERMINED AT TIME OF TENANT IMPROVEMENT.
12. MECHANICAL EQUIPMENT SCREEN, ALL ROOF MOUNTED HVAC EQUIPMENT LOCATIONS SHALL BE DETERMINED AT TIME OF THE TENANT IMPROVEMENT AND SCREENED FROM VIEW EITHER BY THE NATURE OF THE EQUIPMENT LOCATION OR BY SCREEN.
13. INDICATES SURFACE MOUNTED SCUPPER BOX AND DOWNSPOUT BELOW.

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PLANNING SUBMITTAL FOR:

McCARTHY CREEKSIDE

NORTH McCARTHY BOULEVARD,
CITY OF MILPITAS, CALIFORNIA

PROJECT DEVELOPER / OWNER:

McCARTHY RANCH

15425 LOS GATOS BLVD SUITE 102,
LOS GATOS CA, 95032

approved for the owner by :

approved for the architect by :

issue :	description :	date :
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NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

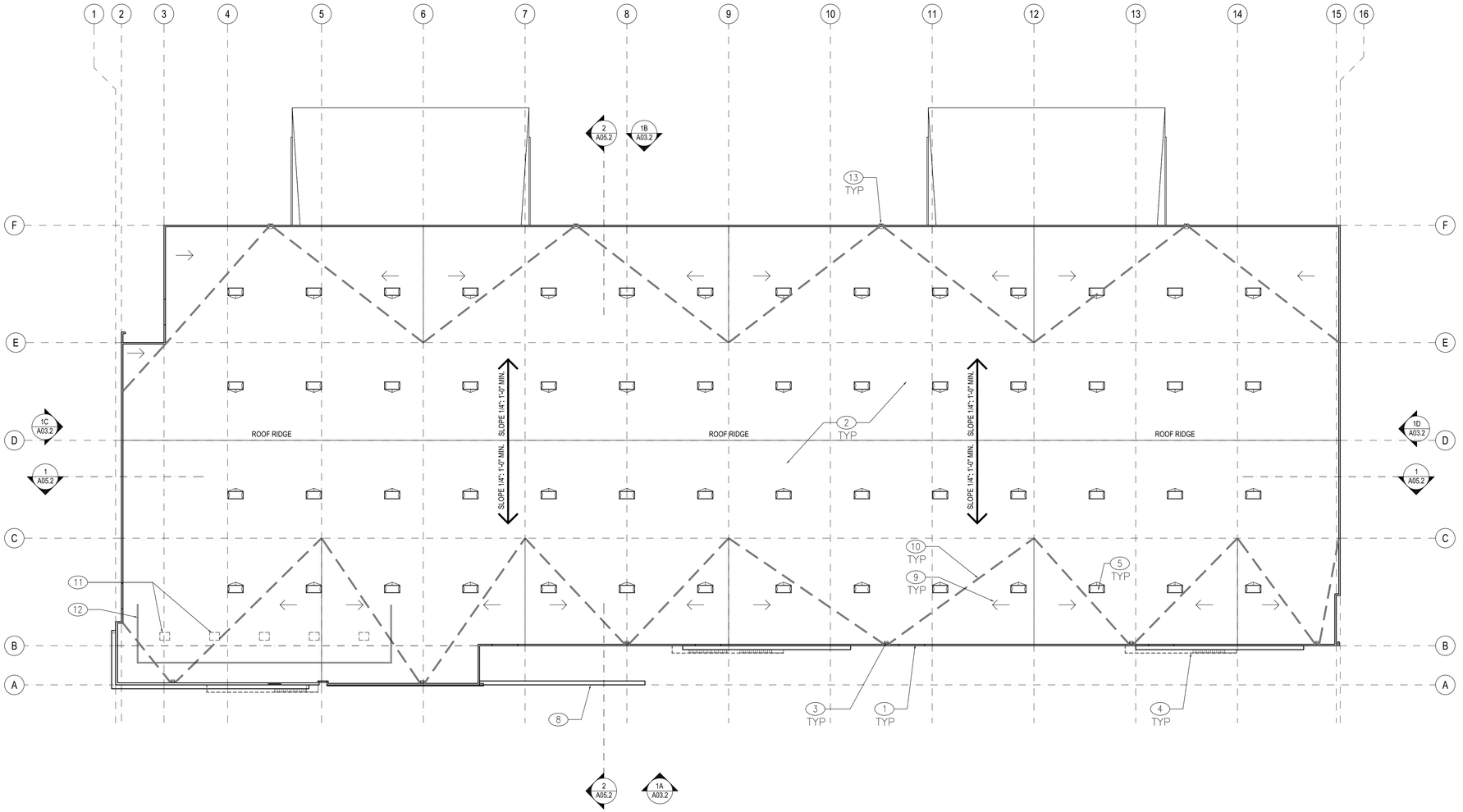
scale : AS NOTED

project number : 15426.00

ROOF PLAN BUILDING A

sheet no. :

A04.1



0' 15' 30' 60'

PLAN NORTH

ROOF PLAN - BUILDING B

SCALE: 1" = 30'-0"

1

KEYNOTES:

1. LINE OF TYPICAL PARAPET WALL
2. TYPICAL LOW SLOPE ROOF 1/4" PER 12" MIN SLOPE. ROOF ASSEMBLY CONSISTS OF A TPO ROOF MEMBRANE OVER 1/2" STRUCTURAL SHEATHING OVER STRUCTURAL FRAMING
3. INTERIOR ROOF DRAIN, TYPICAL
4. ENTRY CANOPY AND STEEL FRAMING BELOW, SEE A02.2 AND A03.2
5. 4' X 8' DUAL DOME SELF CURBING SKYLIGHT WITH FOAM CRICKET AT HIGH SIDE OF ROOF, TYPICAL OF 110 SKYLIGHTS
6. LOCATION OF ROOF HATCH AND ROOF ACCESS LADDER TO BE DETERMINED.
7. LOCATION OF POTENTIAL FUTURE SOLAR PANELS (NOT SHOWN) ARE TO BE ARRANGED INTO AN ORDERLY & CONSISTENT LAYOUT TO THE SATISFACTION OF THE PLANNING DEPARTMENT
8. WING WALL BELOW, SEE A02.2 AND A03.2
9. INDICATES DIRECTION OF ROOF SLOPE
10. THICK DASHED GRAY LINE INIDCATES WARPED ROOF AREA
11. POTENTIAL FUTURE LOCATION OF ROOF MOUNTED HVAC EQUIPMENT EQUIPMENT TO BE SCREENED FROM VIEW BY MECHANICAL SCREEN. LOCATION OF HVAC EQUIPMENT TO BE DETERMINED AT TIME OF TENANT IMPROVEMENT.
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13. INDICATES SURFACE MOUNTED SCUPPER BOX AND DOWNSPOUT BELOW.

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NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

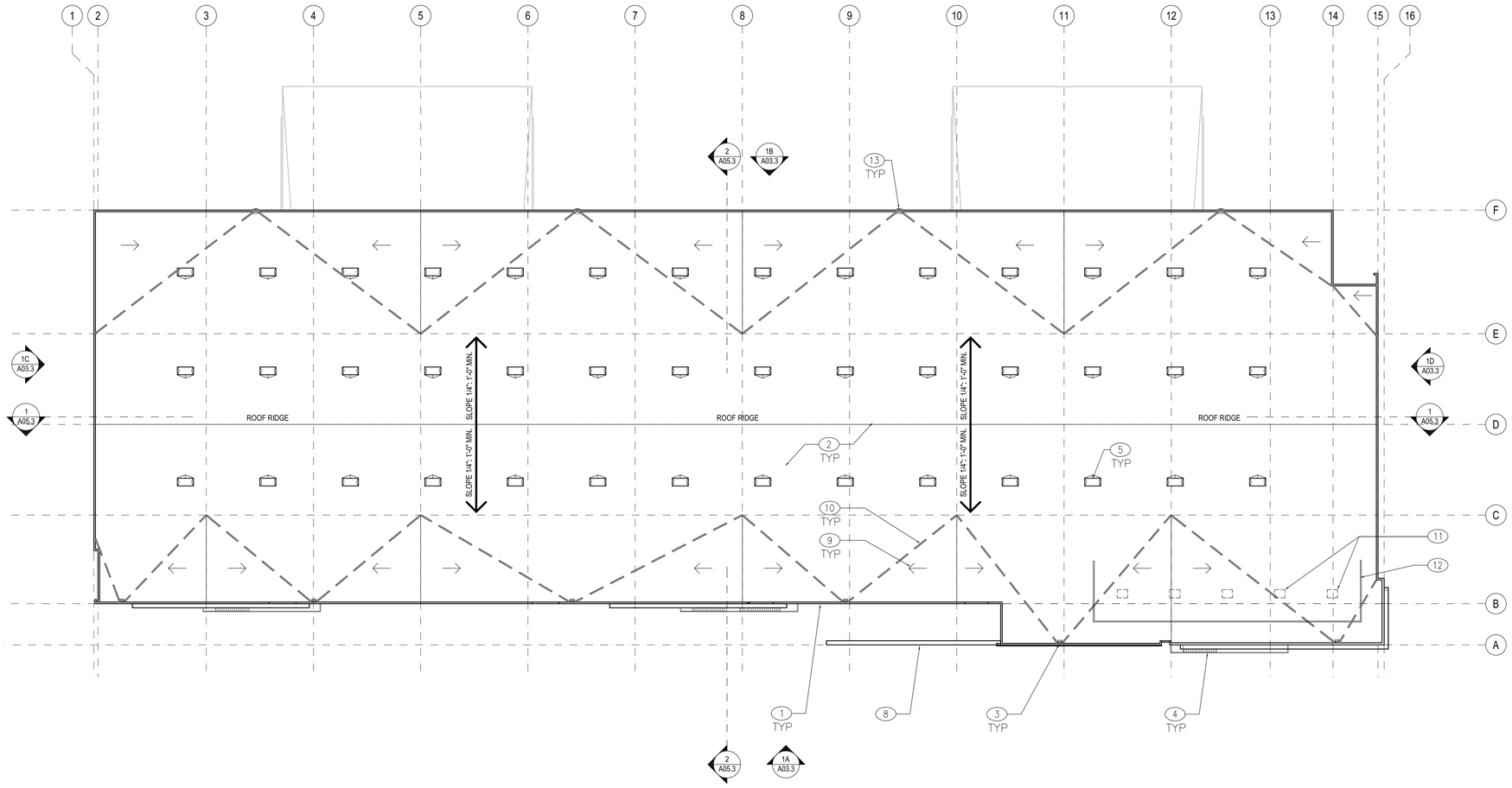
scale : AS NOTED

project number : 15426.00

ROOF PLAN BUILDING B

sheet no. :

A04.2



0' 15' 30' 60'

PLAN NORTH

ROOF PLAN - BUILDING C

SCALE: 1" = 30'-0"

1

KEYNOTES:

1. LINE OF TYPICAL PARAPET WALL
2. TYPICAL LOW SLOPE ROOF 1/4" PER 12" MIN SLOPE. ROOF ASSEMBLY CONSISTS OF A TPO ROOF MEMBRANE OVER 1/2" STRUCTURAL SHEATHING OVER STRUCTURAL FRAMING
3. INTERIOR ROOF DRAIN, TYPICAL
4. ENTRY CANOPY AND STEEL FRAMING BELOW, SEE A02.3 AND A03.3
5. 4' X 8' DUAL DOME SELF CURBING SKYLIGHT WITH FOAM CRICKET AT HIGH SIDE OF ROOF, TYPICAL OF 110 SKYLIGHTS
6. LOCATION OF ROOF HATCH AND ROOF ACCESS LADDER TO BE DETERMINED.
7. LOCATION OF POTENTIAL FUTURE SOLAR PANELS (NOT SHOWN) ARE TO BE ARRANGED INTO AN ORDERLY & CONSISTENT LAYOUT TO THE SATISFACTION OF THE PLANNING DEPARTMENT
8. WING WALL BELOW, SEE A02.3 AND A03.3
9. INDICATES DIRECTION OF ROOF SLOPE
10. THICK DASHED GRAY LINE INIDCATES WARPED ROOF AREA
11. POTENTIAL FUTURE LOCATION OF ROOF MOUNTED HVAC EQUIPMENT EQUIPMENT TO BE SCREENED FROM VIEW BY MECHANICAL SCREEN. LOCATION OF HVAC EQUIPMENT TO BE DETERMINED AT TIME OF TENANT IMPROVEMENT.
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JEFFREY D. LEONHARDT
NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

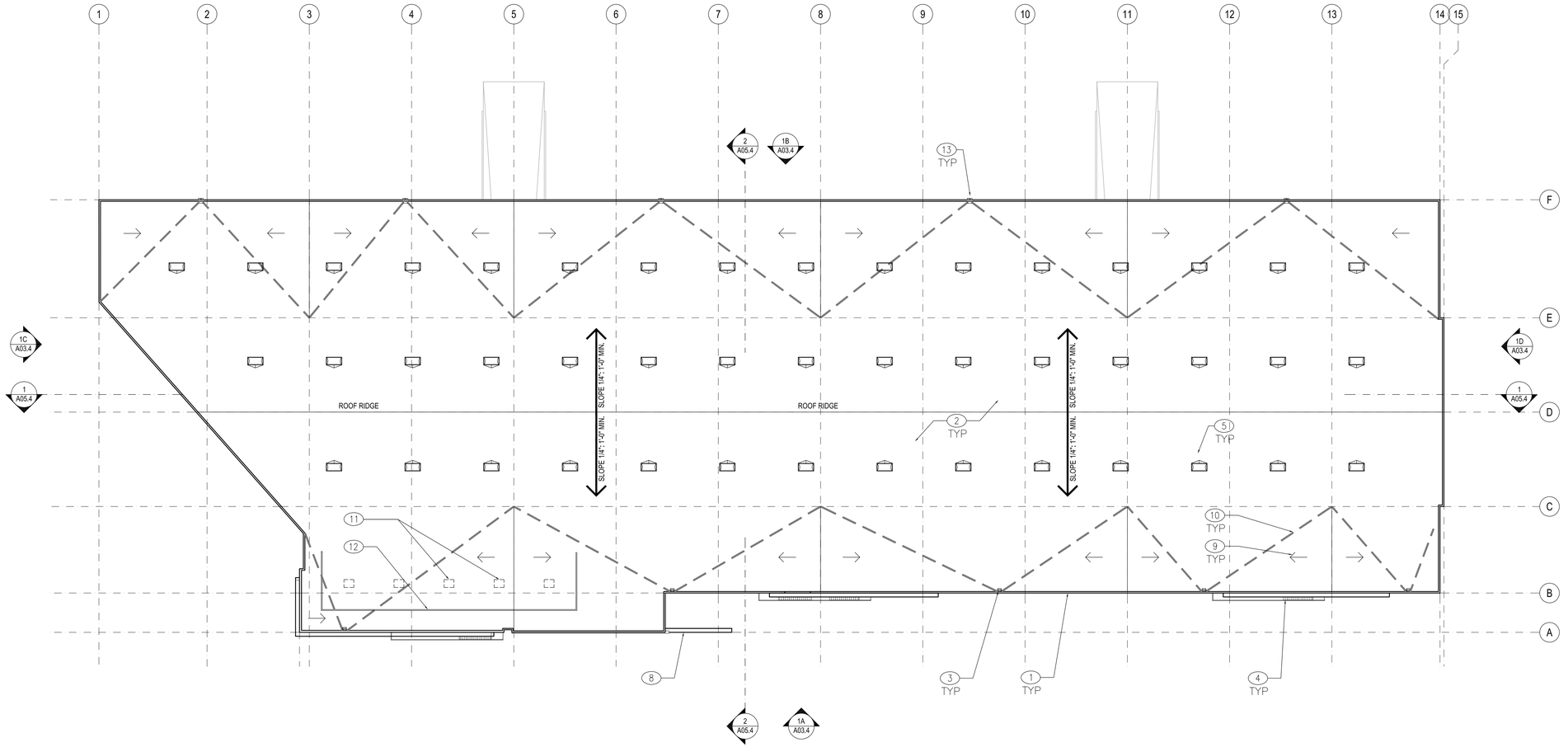
scale : AS NOTED

project number : 15426.00

ROOF PLAN BUILDING C

sheet no. :

A04.3



0' 15' 30' 60'

PLAN NORTH

ROOF PLAN - BUILDING D

SCALE: 1" = 30'-0"

1

KEYNOTES:

1. LINE OF TYPICAL PARAPET WALL
2. TYPICAL LOW SLOPE ROOF 1/4" PER 12" MIN SLOPE. ROOF ASSEMBLY CONSISTS OF A TPO ROOF MEMBRANE OVER 1/2" STRUCTURAL SHEATHING OVER STRUCTURAL FRAMING
3. INTERIOR ROOF DRAIN, TYPICAL
4. ENTRY CANOPY AND STEEL FRAMING BELOW, SEE A02.4 AND A03.4
5. 4' X 8' DUAL DOME SELF CURBING SKYLIGHT WITH FOAM CRICKET AT HIGH SIDE OF ROOF, TYPICAL OF 110 SKYLIGHTS
6. LOCATION OF ROOF HATCH AND ROOF ACCESS LADDER TO BE DETERMINED.
7. LOCATION OF POTENTIAL FUTURE SOLAR PANELS (NOT SHOWN) ARE TO BE ARRANGED INTO AN ORDERLY & CONSISTENT LAYOUT TO THE SATISFACTION OF THE PLANNING DEPARTMENT
8. WING WALL BELOW, SEE A02.4 AND A03.4
9. INDICATES DIRECTION OF ROOF SLOPE
10. THICK DASHED GRAY LINE INIDCATES WARPED ROOF AREA
11. POTENTIAL FUTURE LOCATION OF ROOF MOUNTED HVAC EQUIPMENT EQUIPMENT TO BE SCREENED FROM VIEW BY MECHANICAL SCREEN. LOCATION OF HVAC EQUIPMENT TO BE DETERMINED AT TIME OF TENANT IMPROVEMENT.
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LICENSED ARCHITECT
JEFFREY D. LEONHARDT
NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

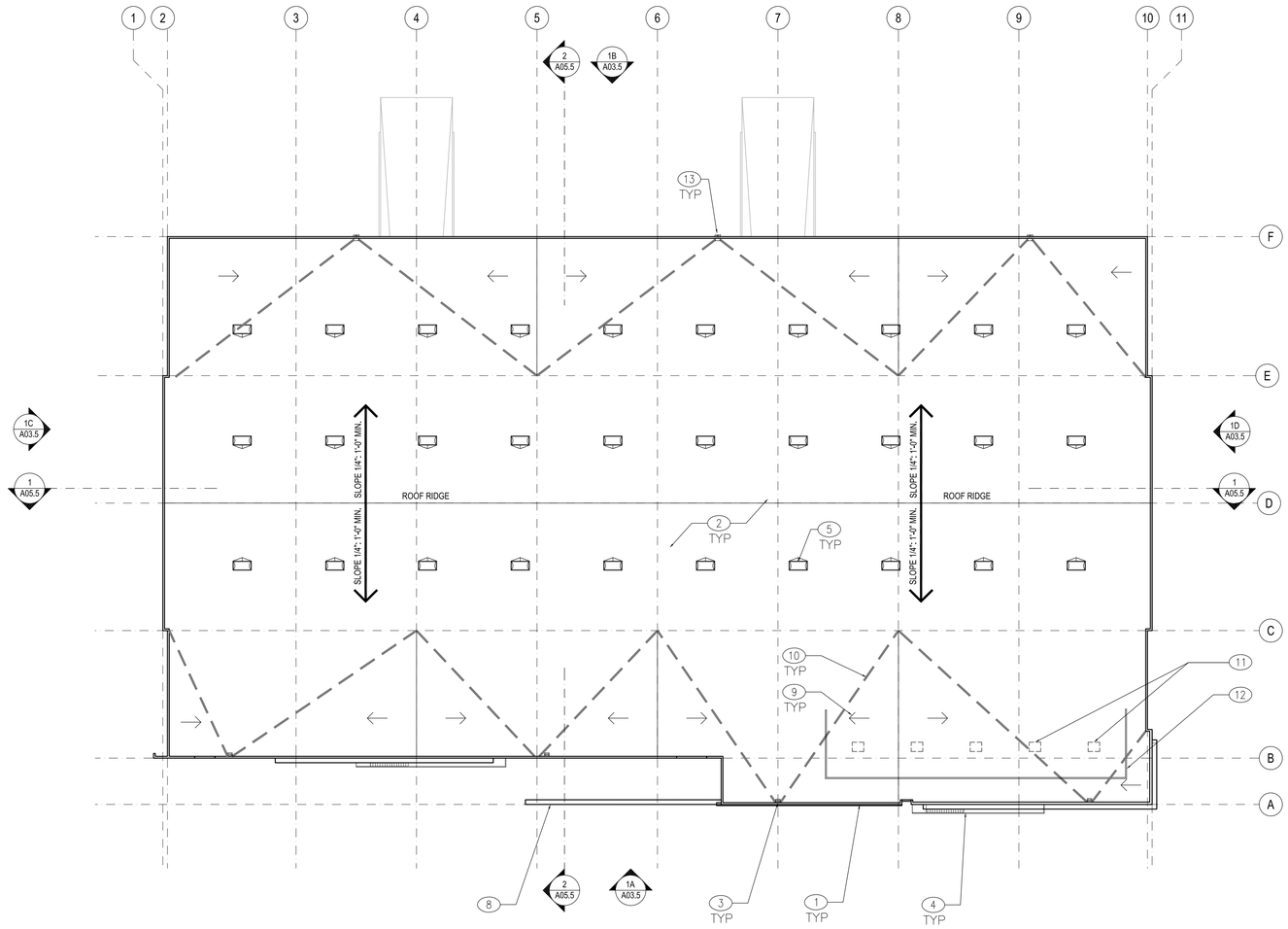
scale : AS NOTED

project number : 15426.00

ROOF PLAN BUILDING D

sheet no. :

A04.4



0' 15' 30' 60'

PLAN NORTH

ROOF PLAN - BUILDING E

SCALE: 1" = 30'-0"

1

KEYNOTES:

1. LINE OF TYPICAL PARAPET WALL
2. TYPICAL LOW SLOPE ROOF 1/4" PER 12" MIN SLOPE. ROOF ASSEMBLY CONSISTS OF A TPO ROOF MEMBRANE OVER 1/2" STRUCTURAL SHEATHING OVER STRUCTURAL FRAMING
3. INTERIOR ROOF DRAIN, TYPICAL
4. ENTRY CANOPY AND STEEL FRAMING BELOW, SEE A02.5 AND A03.5
5. 4' X 8' DUAL DOME SELF CURBING SKYLIGHT WITH FOAM CRICKET AT HIGH SIDE OF ROOF, TYPICAL OF 110 SKYLIGHTS
6. LOCATION OF ROOF HATCH AND ROOF ACCESS LADDER TO BE DETERMINED.
7. LOCATION OF POTENTIAL FUTURE SOLAR PANELS (NOT SHOWN) ARE TO BE ARRANGED INTO AN ORDERLY & CONSISTENT LAYOUT TO THE SATISFACTION OF THE PLANNING DEPARTMENT
8. WING WALL BELOW, SEE A02.5 AND A03.5
9. INDICATES DIRECTION OF ROOF SLOPE
10. THICK DASHED GRAY LINE INIDCATES WARPED ROOF AREA
11. POTENTIAL FUTURE LOCATION OF ROOF MOUNTED HVAC EQUIPMENT EQUIPMENT TO BE SCREENED FROM VIEW BY MECHANICAL SCREEN. LOCATION OF HVAC EQUIPMENT TO BE DETERMINED AT TIME OF TENANT IMPROVEMENT.
12. MECHANICAL EQUIPMENT SCREEN, ALL ROOF MOUNTED HVAC EQUIPMENT LOCATIONS SHALL BE DETERMINED AT TIME OF THE TENANT IMPROVEMENT AND SCREENED FROM VIEW EITHER BY THE NATURE OF THE EQUIPMENT LOCATION OR BY SCREEN.
13. INDICATES SURFACE MOUNTED SCUPPER BOX AND DOWNSPOUT BELOW.

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NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

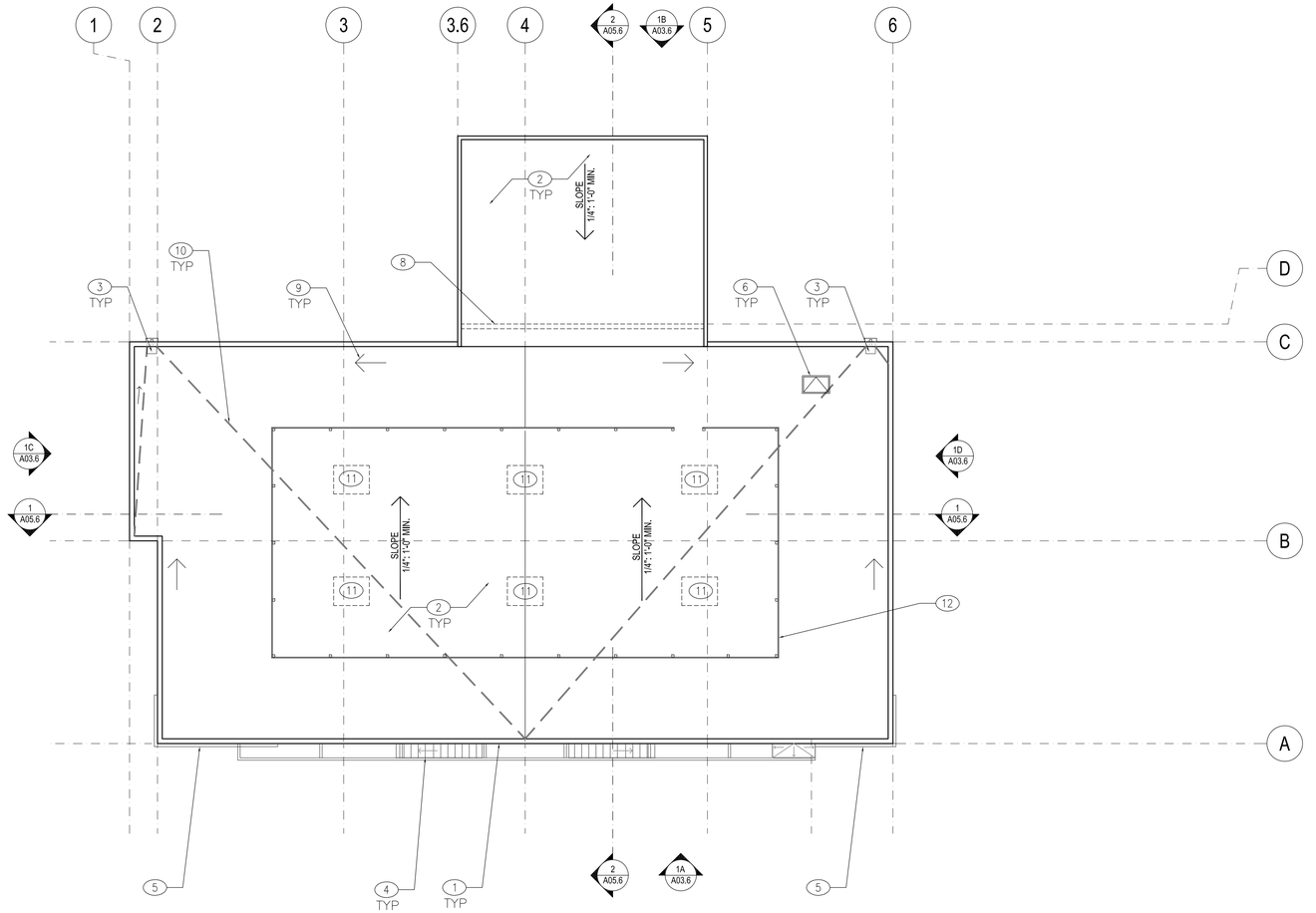
scale : AS NOTED

project number : 15426.00

ROOF PLAN BUILDING E

sheet no. :

A04.5



0' 15' 30' 60'

PLAN NORTH

ROOF PLAN - BUILDING F

SCALE: 1" = 10'-0"

1

KEYNOTES:

1. LINE OF TYPICAL PARAPET WALL
2. TYPICAL LOW SLOPE ROOF 1/4" PER 12" MIN SLOPE. ROOF ASSEMBLY CONSISTS OF A TPO ROOF MEMBRANE OVER 1/2" STRUCTURAL SHEATHING OVER STRUCTURAL FRAMING
3. INTERIOR ROOF DRAIN, TYPICAL
4. ENTRY CANOPY AND STEEL FRAMING BELOW, SEE A02.6 AND A03.6
5. WINDOW ACCENTS BELOW, SEE EXTERIOR ELEVATIONS ON A03.6
6. LOCATION OF ROOF HATCH AND ROOF ACCESS LADDER TO BE DETERMINED.
7. LOCATION OF POTENTIAL FUTURE SOLAR PANELS (NOT SHOWN) ARE TO BE ARRANGED INTO AN ORDERLY & CONSISTENT LAYOUT TO THE SATISFACTION OF THE PLANNING DEPARTMENT
8. LINE OF WALL BELOW
9. INDICATES DIRECTION OF ROOF SLOPE
10. THICK DASHED GRAY LINE INIDCATES WARPED ROOF AREA
11. POTENTIAL FUTURE LOCATION OF ROOF MOUNTED HVAC EQUIPMENT EQUIPMENT TO BE SCREENED FROM VIEW BY MECHANICAL SCREEN. LOCATION OF HVAC EQUIPMENT TO BE DETERMINED AT TIME OF TENANT IMPROVEMENT.
12. MECHANICAL EQUIPMENT SCREEN, ALL ROOF MOUNTED HVAC EQUIPMENT LOCATIONS SHALL BE DETERMINED AT TIME OF THE TENANT IMPROVEMENTS.

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NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

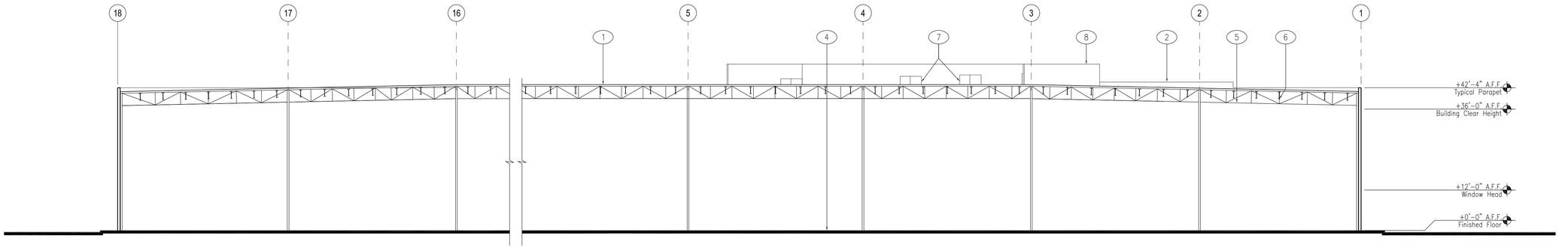
scale : AS NOTED

project number : 15426.00

ROOF PLAN
BUILDING F

sheet no. :

A04.6

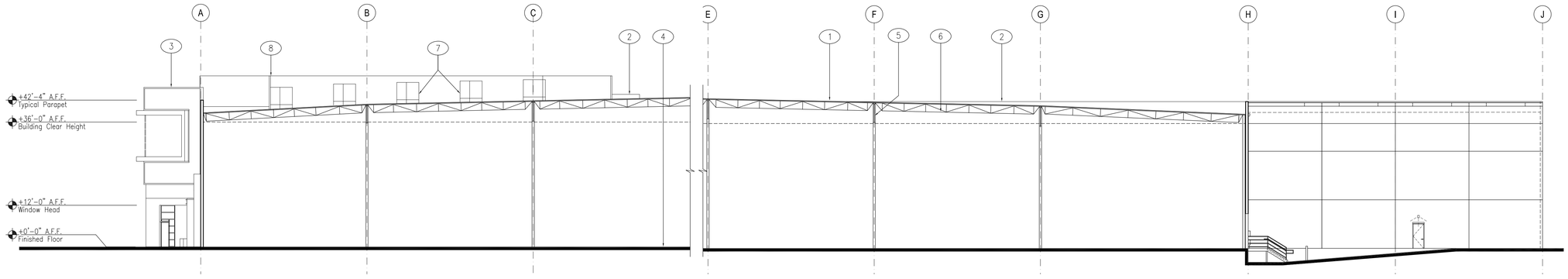


0' 8' 16' 32'

BUILDING A : EAST TO WEST CROSS SECTION

SCALE: 1/16" = 1'-0"

1



0' 8' 16' 32'

BUILDING A: NORTH TO SOUTH CROSS SECTION

SCALE: 1/16" = 1'-0"

2

KEYNOTES:

1. LINE OF LOW SLOPE ROOF 1/4" PER 12" MIN SLOPE. ROOF ASSEMBLY CONSISTS OF A TPO ROOF MEMBRANE OVER 1/2" STRUCTURAL SHEATHING
2. LINE OF PARAPET BEYOND
3. LINE OF BUILDING BEYOND
4. CONCRETE FLOOR SLAB PER STRUCTURAL DRAWINGS
5. LINE OF ROOF GIRDERS
6. LINE OF ROOF TRUSSES
7. POTENTIAL FUTURE LOCATIONS OF ROOF MOUNTED HVAC EQUIPMENT TO BE SCREENED FROM VIEW BY EITHER A MECHANICAL SCREEN OR THE BUILDING PARAPET. THE LOCATION OF HVAC EQUIPMENT AND ANY ASSOCIATED SCREENING WILL BE DETERMINED AT TIME OF FUTURE TENANT IMPROVEMENTS.
8. MECHANICAL EQUIPMENT SCREEN

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JEFFREY D. LEONHARDT
NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

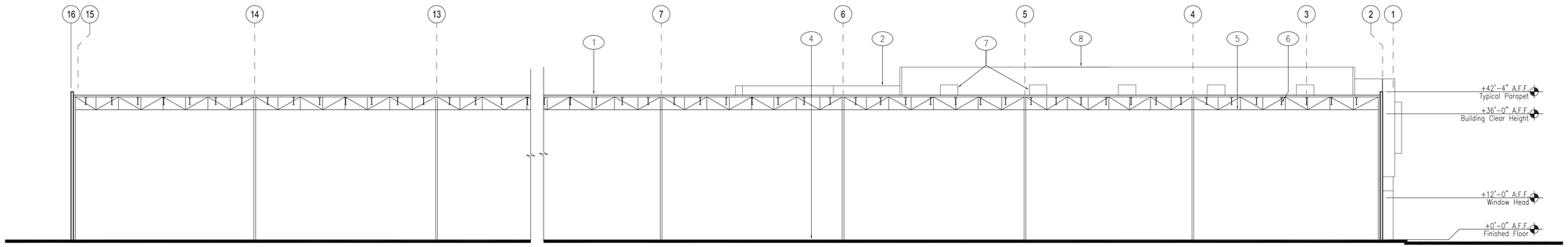
scale : AS NOTED

project number : 15426.00

BUILDING A CROSS SECTIONS

sheet no. :

A05.1

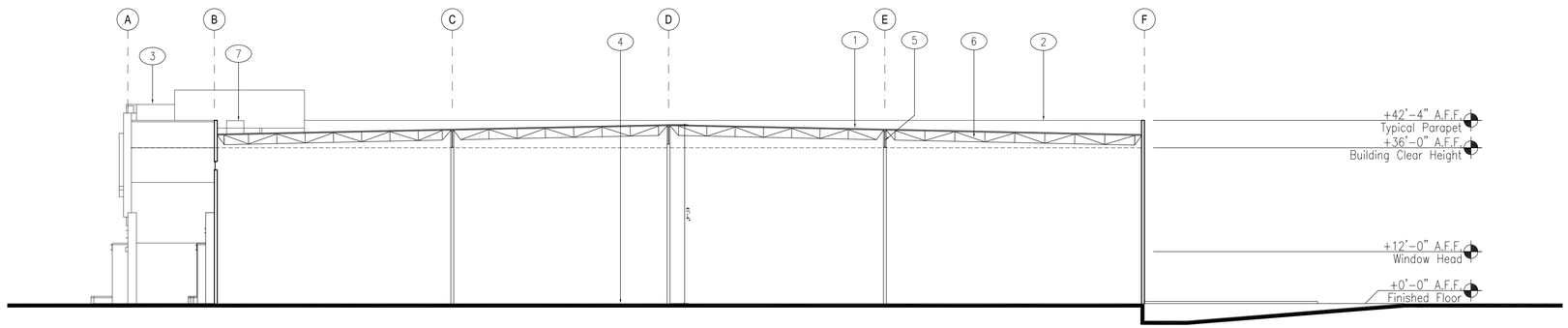


0' 8' 16' 32'

BUILDING B : NORTH TO SOUTH CROSS SECTION

SCALE: 1/16" = 1'-0"

1



0' 8' 16' 32'

BUILDING B : EAST TO WEST CROSS SECTION

SCALE: 1/16" = 1'-0"

2

KEYNOTES:

1. LINE OF LOW SLOPE ROOF 1/4" PER 12" MIN SLOPE. ROOF ASSEMBLY CONSISTS OF A TPO ROOF MEMBRANE OVER 1/2" STRUCTURAL SHEATHING
2. LINE OF PARAPET BEYOND
3. LINE OF BUILDING BEYOND
4. CONCRETE FLOOR SLAB PER STRUCTURAL DRAWINGS
5. LINE OF ROOF GIRDERS
6. LINE OF ROOF TRUSSES
7. POTENTIAL FUTURE LOCATIONS OF ROOF MOUNTED HVAC EQUIPMENT TO BE SCREENED FROM VIEW BY EITHER A MECHANICAL SCREEN OR THE BUILDING PARAPET. THE LOCATION OF HVAC EQUIPMENT AND ANY ASSOCIATED SCREENING WILL BE DETERMINED AT TIME OF FUTURE TENANT IMPROVEMENTS.
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PLANNING SUBMITTAL FOR:

McCARTHY CREEKSIDE

NORTH McCARTHY BOULEVARD,
CITY OF MILPITAS, CALIFORNIA

PROJECT DEVELOPER / OWNER:

McCARTHY RANCH

15425 LOS GATOS BLVD SUITE 102,
LOS GATOS CA, 95032

approved for the owner by :

approved for the architect by :

issue :	description :	date :
A	PLANNING SUBMITTAL	12-08-15
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C	DRIVEWAY REVISIONS	02-02-16
D	DRIVEWAY REVISIONS	02-09-16
E	PLANNING RESUBMITTAL	02-18-16
F	SCVWD REVISIONS	03-15-16
G	PLANNING RESUBMITTAL	04-20-16

drawn by : DD plot date : 04-20-16

checked by : JDL

stamp

LICENSED ARCHITECT
JEFFREY D. LEONHARDT
NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

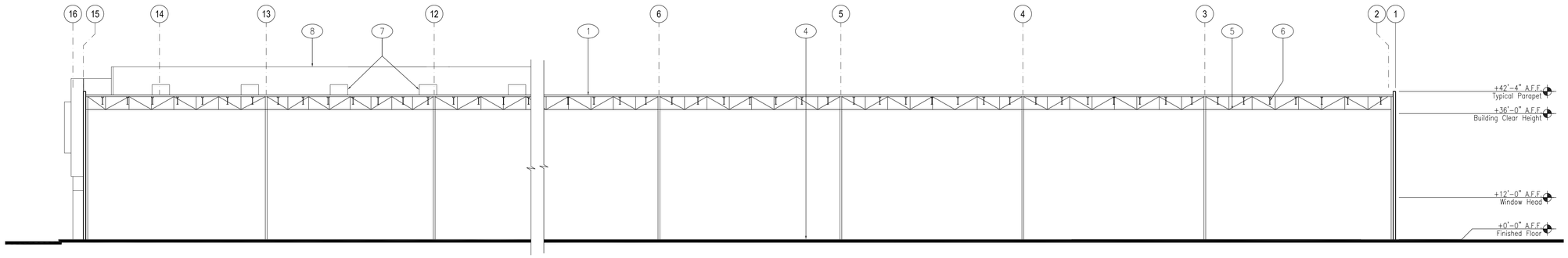
scale : AS NOTED

project number : 15426.00

BUILDING B CROSS SECTIONS

sheet no. :

A05.2

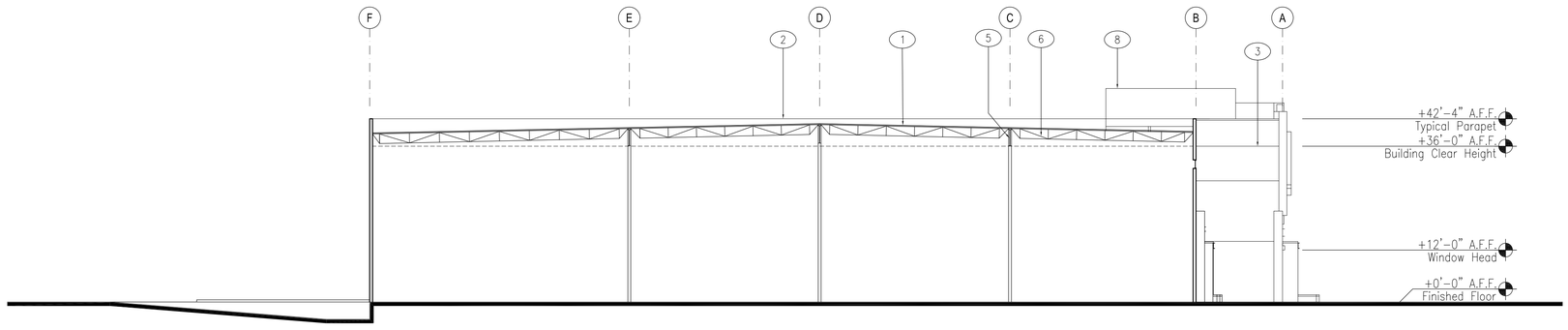


0' 8' 16' 32'

BUILDING C : NORTH TO SOUTH CROSS SECTION

SCALE: 1/16" = 1'-0"

1



0' 8' 16' 32'

BUILDING C : EAST TOWEST CROSS SECTION

SCALE: 1/16" = 1'-0"

2

KEYNOTES:

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drawn by : DD plot date : 04-20-16

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NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

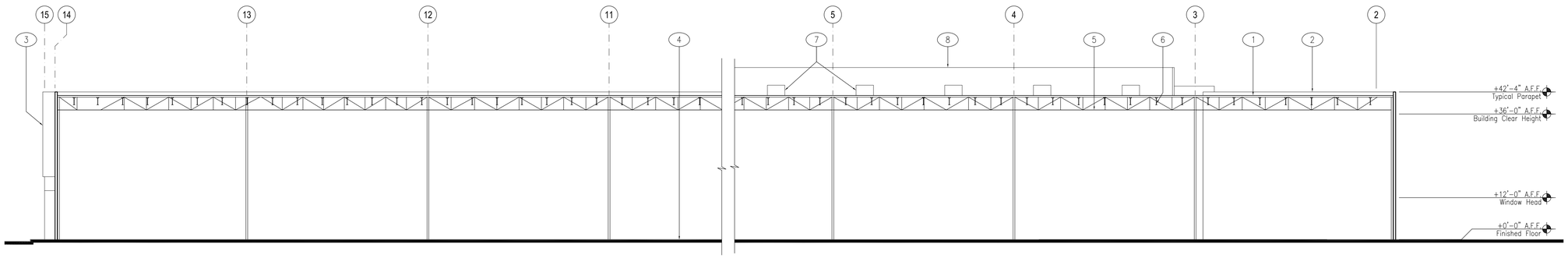
scale : AS NOTED

project number : 15426.00

BUILDING C CROSS SECTIONS

sheet no. :

A05.3

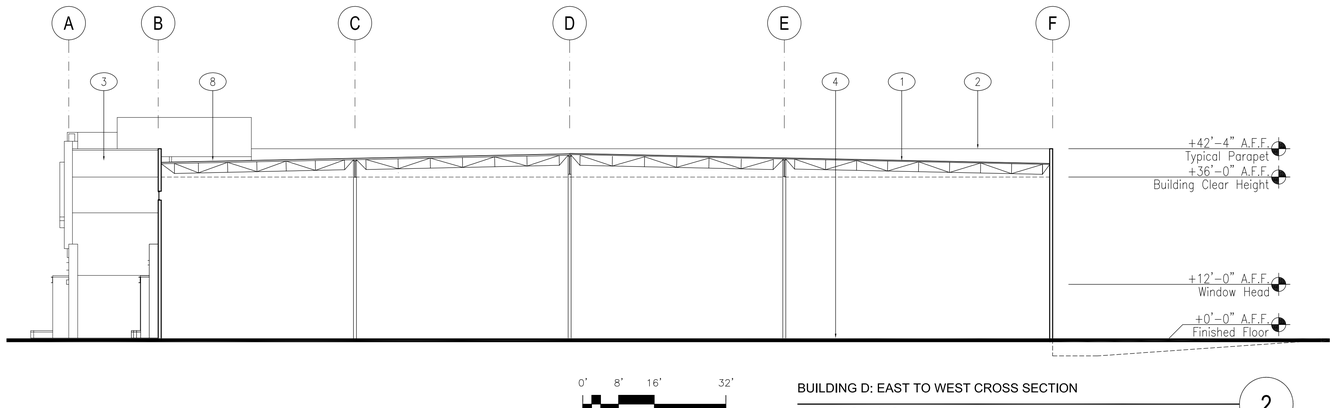


0' 8' 16' 32'

BUILDING D :NORTH TO SOUTH CROSS SECTION

SCALE: 1/16" = 1'-0"

1



0' 8' 16' 32'

BUILDING D: EAST TO WEST CROSS SECTION

SCALE: 1/16" = 1'-0"

2

KEYNOTES:

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STATE OF CALIFORNIA

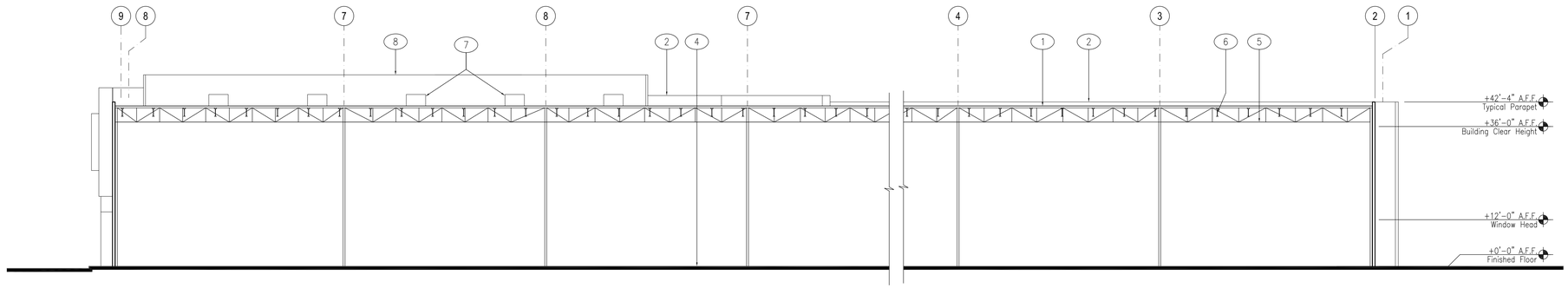
scale : AS NOTED

project number : 15426.00

BUILDING D CROSS SECTIONS

sheet no. :

A05.4

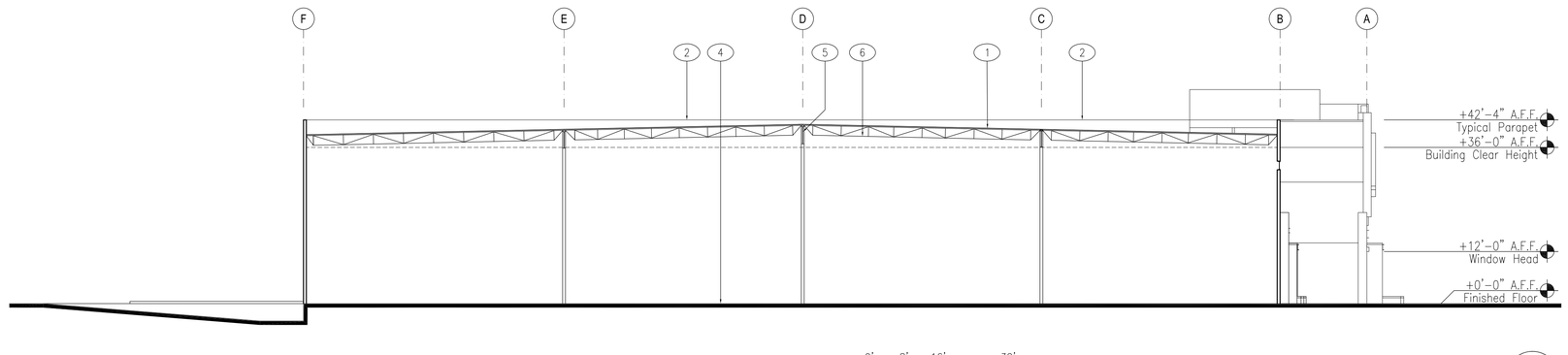


0' 8' 16' 32'

BUILDING E: NORTH TO SOUTH CROSS SECTION

SCALE: 1/16" = 1'-0"

1



0' 8' 16' 32'

BUILDING E : EAST TO WEST CROSS SECTION

SCALE: 1/16" = 1'-0"

2

KEYNOTES:

1. LINE OF LOW SLOPE ROOF 1/4" PER 12" MIN SLOPE. ROOF ASSEMBLY CONSISTS OF A TPO ROOF MEMBRANE OVER 1/2" STRUCTURAL SHEATHING
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NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

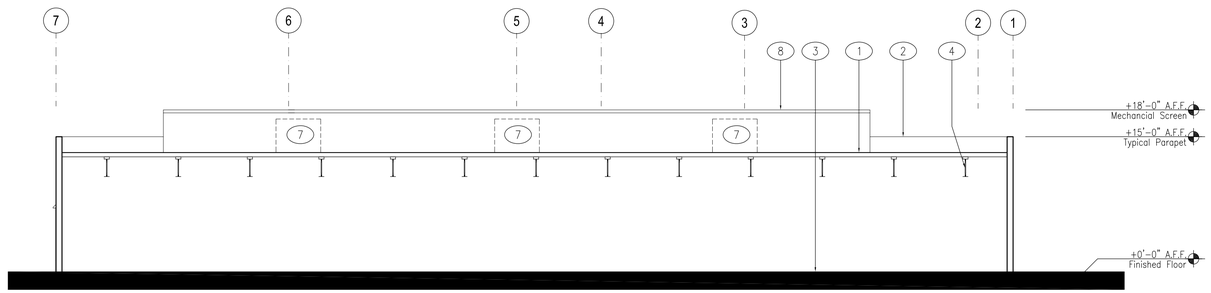
scale : AS NOTED

project number : 15426.00

BUILDING E CROSS SECTIONS

sheet no. :

A05.5

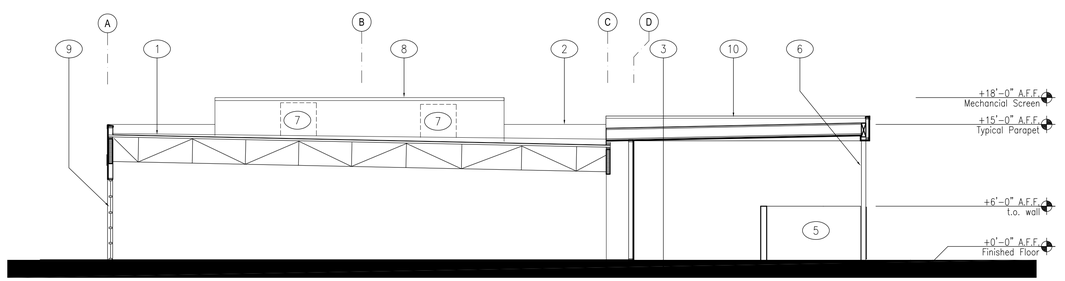


0' 4' 8' 16'

BUILDING F : NORTH TO SOUTH CROSS SECTION

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

1



0' 4' 8' 16'

BUILDING F : EAST TO WEST CROSS SECTION

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

2

KEYNOTES:

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2. LINE OF PARAPET BEYOND
3. CONCRETE FLOOR SLAB PER STRUCTURAL DRAWINGS
4. LINE OF ROOF TRUSSES
5. TRASH ENCLOSURE, SEE FLOOR PLAN ON A02.6
6. PAINTED STEEL CANPOY COLUMNS
7. POTENTIAL FUTURE LOCATIONS OF ROOF MOUNTED HVAC EQUIPMENT TO BE SCREENED FROM VIEW BY EITHER A MECHANICAL SCREEN OR THE BUILDING PARAPET. THE LOCATION OF HVAC EQUIPMENT AND ANY ASSOCIATED SCREENING WILL BE DETERMINED AT TIME OF FUTURE TENANT IMPROVEMENTS.
8. MECHANICAL EQUIPMENT SCREEN
9. WINDOW SYSTEM PER EXTERIOR ELEVATIONS, SEE A03.6
10. DRIVE-THRU CANOPY

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NO. C33644
REN. 12-31-17
STATE OF CALIFORNIA

scale : AS NOTED

project number : 15426.00

BUILDING F CROSS SECTIONS

sheet no. :

A05.6

PRELIMINARY LANDSCAPE PLAN

SCALE: 1" = 120'-0"

1

Botanical Name	Common Name	Water	Size	Use
Trees				
Arbutus 'Marina'	Marina Tree	Low	15 Gallon	Evergreen Screen Tree
Jacaranda mimosifolia	NCN	Low	24" Box	Entry Tree
Lagerstroemia f. 'Dynamite'	Crape Myrtle	Low	24" Box	Deciduous Accent Tree
Laurus 'Saratoga'	Saratoga Bay Laurel	Low	15 Gallon	Evergreen Screen Tree
Pinus eldarica	Afgan Pine	Low	15 gallon	Evergreen Screen Tree
Pistacia c. 'Keith Davy'	Chinese Pistache	Low	24" Box	Deciduous Shade Tree
Platanus a. 'Yarwood'	London Plane Tree	Low	15 Gallon	Deciduous Street Tree
Quercus robur fastigiata	English Oak	Low	15 Gallon	Evergreen Screen Tree
Quercus shumardii	Shumard Oak	Low	15 Gallon	Evergreen Shade Tree
Quercus virginiana	Southern Live Oak	Low	15 Gallon	Deciduous Accent Tree
Robinia a. 'Purple Robe'	Purple Robe Tree	Low	15 Gallon	Evergreen Street Tree
Zelkova 'Village Green'	Village Green Zelkova	Low	15 Gallon	Evergreen Street Tree
Existing Tree to be Removed-Being Dealt With Under A Separate Application				
Shrubs/Accents/GC Building Planters				
Coprosma 'Verde Vista'	Creeping Coprosma	Low	1 Gallon	Ground Cover
Eleagnus p. variagata	Variagated Silverberry	Low	5 Gallon	Accent Plant
Heteromeles arbutifolia	Toyon	Low	5 Gallon	Foundation Shrub
Grevillea noelli	Noel Grevillea	Low	5 Gallon	Foundation Shrub
Lavandula angustifolia	Lavander	Low	1 Gallon	Accent Shrub
Loropetalum 'Purple Majesty'	Fringe Flower	Low	5 Gallon	Foundation Shrub
Mahonia aquifolium	Oregon Grape	Low	5 Gallon	Foundation Shrub
Nandina domestica	Heavenly Bamboo	Low	5 Gallon	Foundation Shrub
Nandina d. Compacta	Compact HB	Low	5 Gallon	Foundation Shrub
Phormium 'Yellow Wave'	Yellow Wave Flax	Low	5 Gallon	Accent Shrub
Rosemarinus 'Tuscan Blue'	Tuscan Blue Rosemary	Low	5 Gallon	Foundation Shrub
Salvia 'Gregii Red'	Red Salvia	Low	5 Gallon	Foundation Shrub
Sarcaccoca ruscifolia	Sweet Box	Low	5 Gallon	Foundation Shrub
Tulbaghia violacea	Society Garlic	Low	1 Gallon	Accent Plant
Viburnum t. 'Spring Bouquet'	Dwf. Laurustinus	Low	5 Gallon	Accent Plant

McCarthy Creekside Plant Palette (cont)

Botanical Name	Common Name	Water	Size	Use
Shrubs/Accents/GC Frontage and Parking Perimeter				
Arctostaphylos 'Howard McMinn'	Manzanita	Low	5 Gallon	Foundation Shrub
Ceanothus horizontalis	Carmel Creeper	Low	1 Gallon	Ground Cover
Ceanothus 'Skylark'	California Lilac	Low	5 Gallon	Foundation Shrub
Cistus purpureus	Purple Rock Rose	Low	1 Gallon	Foundation Shrub
Grevillea noelli	Noel Grevillea	Low	5 Gallon	Foundation Shrub
Heteromeles arbutifolia	Toyon	Low	5 Gallon	Foundation Shrub
Juniper c. 'Blue Pacific'	Shore Juniper	Low	1 Gallon	Ground Cover
Loropetalum 'Purple Majesty'	Fringe Flower	Low	5 Gallon	Foundation Shrub
Muhlenbergia capillaris 'Regal Mis	Pink Muhly Grass	Low	1 Gallon	Ornamental Grass
Rosmarinus 'Tuscan Blue'	Rosemary	Low	5 Gallon	Foundation Shrub
Salvia leucantha	Santa Barbara Bush Sage	Low	5 Gallon	Foundation Shrub
Tulbaghia violacea	Society Garlic	Low	1 Gallon	Accent Plant
Xylosma c. compacta	Dwf. Xylosma	Low	5 Gallon	Screen Shrub
Shrubs/Accents Parking Islands				
Arctostaphylos 'Howard mcMinn	Manzanita	Low	5 Gallon	Foundation Shrub
Grevillea noelli	Noel Grevillea	Low	5 Gallon	Foundation Shrub
Nerium o. Petite Salmon	Dwf. Oleander	Low	5 Gallon	Foundation Shrub
Raphiolepis 'Pink Lady'	Indian Hawthorne	Low	5 Gallon	Foundation Shrub
Tulbaghia violacea	Society Garlic	Low	1 Gallon	Accent Plant
Bioretention Plantings				
Epilobium densiflorum	Dense Spike Primrose Grass	Low	1 Gallon	Grass
Iris doublasiana	Douglas iris	Low	1 Gallon	Emergent
Mimulus cardinalis	Red Monkeyflower	Low	1 Gallon	Herbaceous
Muhlenbergia nigins	Muhly Grass	Low	1 Gallon	Grass
Penisetum s. rubrum	Purple Fountain Grass	Low	1 Gallon	Grass
Street Parkway Planter				
Trachelospermum asiaticum	Asiatic Jasmine	Low	1 Gallon	Groundcover
Landscape Strip Adjacent to the Levee Toe				
Juniper c. 'Blue Pacific'	Shore Juniper	Low	1 Gallon	Ground Cover

This Plant Palette complies with Design Guide 3 of the Guidelines & Standards For Land Use Near Streams.

Design Notes

1. NO INVASIVE PLANT SPECIES SHALL BE USED.
2. ALL PLANTS AND TREES ARE LOW WATER VARIETIES SUITED TO THE ENVIRONMENT OF THE SOUTH BAY.
3. LONDON PLANE TREES TO MATCH EXISTING STREET TREES SHALL BE PLANTED ON THE WEST SIDE OF THE NEW SIDEWALK AND JOGGING PATH TO ACHIEVE A DOUBLE ROW OF STREET TREES.
4. THE NORTH AND SOUTH PROPERTY LINES SHALL BE USED FOR SCREENING THE SITE/DOCKS WITH EVERGREEN TREES AND SHRUBS.
5. SOIL SHALL BE AMENDED PER SOILS TEST.
6. ALL PLANTER AREAS SHALL BE TREATED WITH A 3" LAYER OF BARK MULCH.
7. THE BAY FRIENDLY PRACTICES CHECKLIST SHALL BE UTILIZED IN THIS DESIGN.

Design Option

1. DESIGN METHOD SHALL BE PER LANDSCAPE ORDINANCE 238
   TURF AREA SQUARE FOOTAGE = 0
   TURF PERCENTAGE = 0
   PERCENTAGE OF LOW WATER ADAPTIVE AND NATIVE PLANTS = 100%

Preliminary Irrigation Notes

1. A FULLY AUTOMATIC RECYCLED IRRIGATION SYSTEM THAT MEETS THE 2015 CURRENT MWELO REQUIREMENTS THAT WENT INTO EFFECT ON DECEMBER 1, 2015 HAS BEEN SUBMITTED.
2. AN ET (SMART) CONTROLLERS AND ET SENSORS SHALL BE USED TO CONTROL IRRIGATION APPLICATION FOR EACH BUILDING.
3. A FLOW SENSOR AND MASTER VALVE SHALL BE CONNECTED TO THE CONTROLLER.
4. ALL LANDSCAPE PLANTER AREAS SHALL BE IRRIGATED WITH LOW VOLUME/HIGH EFFICIENCY DRIP IRRIGATION AND TREES SHALL BE IRRIGATED WITH DEEP WATER BUBBLERS ON INDEPENDENT CONTROL VALVES.
5. SEE IRRIGATION PLANS FOR MORE DETAIL.

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drawn by : EJD plot date : 11-27-15

checked by : EJD

VISTA PARKS
LANDSCAPING INC.
DESIGN BUILD

3323 Watt Ave #229, Sacramento, CA 95821
PH. (916) 681-2227 FAX (916) 681-2228

scale : AS NOTED

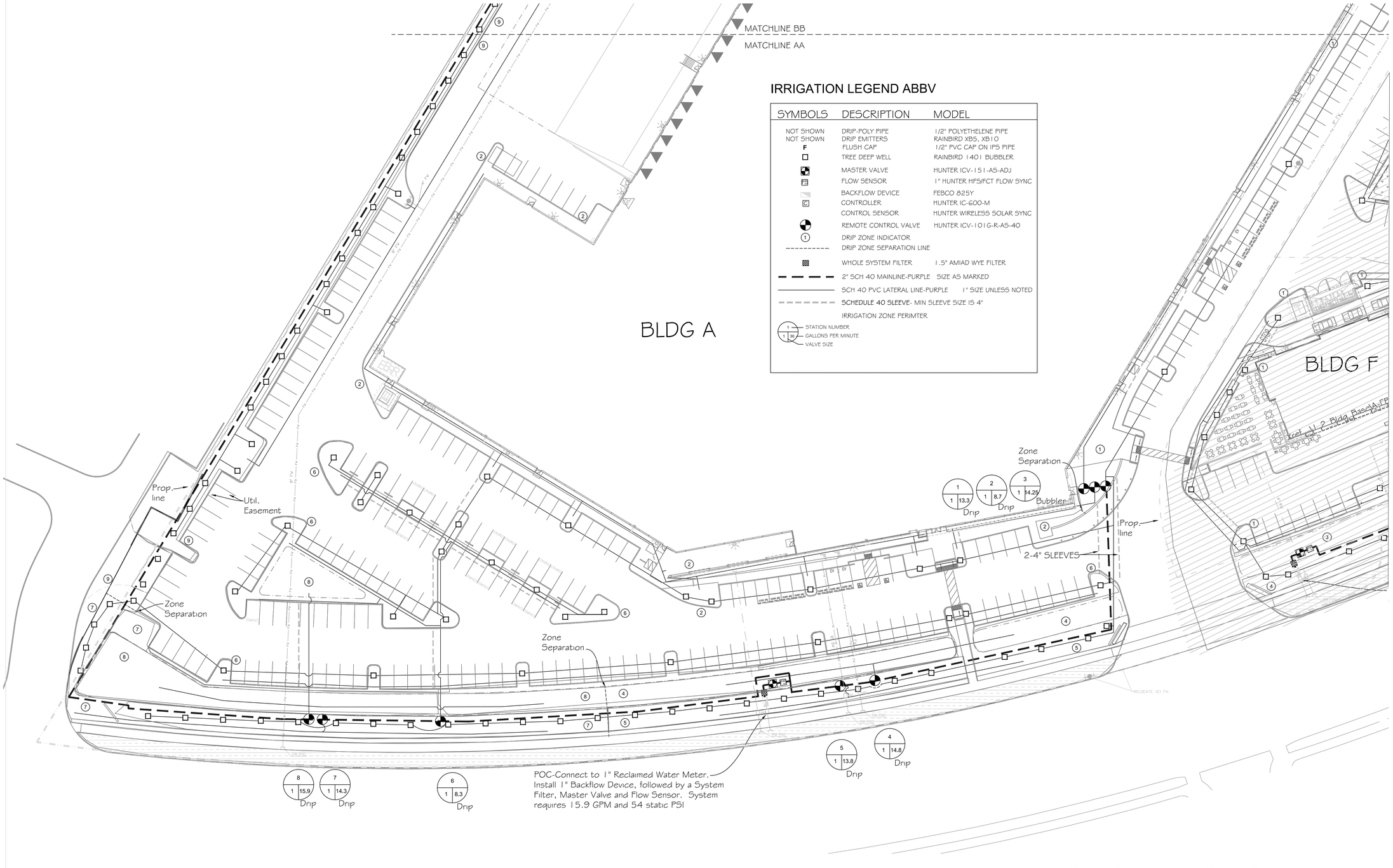
project number : 15426.00

PLANNING SUBMITTAL

Preliminary Planting Plan

sheet no. :

LP



IRRIGATION LEGEND ABBV

SYMBOLS	DESCRIPTION	MODEL
NOT SHOWN	DRIP-POLY PIPE	1/2" POLYETHELENE PIPE
NOT SHOWN	DRIP EMITTERS	RAINBIRD XB5, XB10
F	FLUSH CAP	1/2" PVC CAP ON IPS PIPE
	TREE DEEP WELL	RAINBIRD 1401 BUBBLER
	MASTER VALVE	HUNTER ICV-151-AS-ADJ
FS	FLOW SENSOR	1" HUNTER HFS/FCT FLOW SYNC
	BACKFLOW DEVICE	FEBCO 825Y
C	CONTROLLER	HUNTER IC-600-M
	CONTROL SENSOR	HUNTER WIRELESS SOLAR SYNC
	REMOTE CONTROL VALVE	HUNTER ICV-101G-R-AS-40
1	DRIP ZONE INDICATOR	
	DRIP ZONE SEPARATION LINE	
	WHOLE SYSTEM FILTER	1.5" AMIAD WYE FILTER
	2" SCH 40 MAINLINE-PURPLE	SIZE AS MARKED
	SCH 40 PVC LATERAL LINE-PURPLE	1" SIZE UNLESS NOTED
	SCHEDULE 40 SLEEVE- MIN SLEEVE SIZE IS 4"	
	IRRIGATION ZONE PERIMTER	

1 — STATION NUMBER
1 | 35 — GALLONS PER MINUTE
VALVE SIZE

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REGISTERED LANDSCAPE ARCHITECT
No. 4567
Joshua S. Nash
Signature
March 31, 2017
Expiration Date
Date
STATE OF CALIFORNIA

drawn by : EJD plot date : 11-27-15

checked by : EJD

VISTA PARKS
LANDSCAPING INC.
DESIGN BUILD

3323 Watt Ave #229, Sacramento, CA 95821
PH. (916) 681-2227 FAX (916) 681-2228

scale : AS NOTED

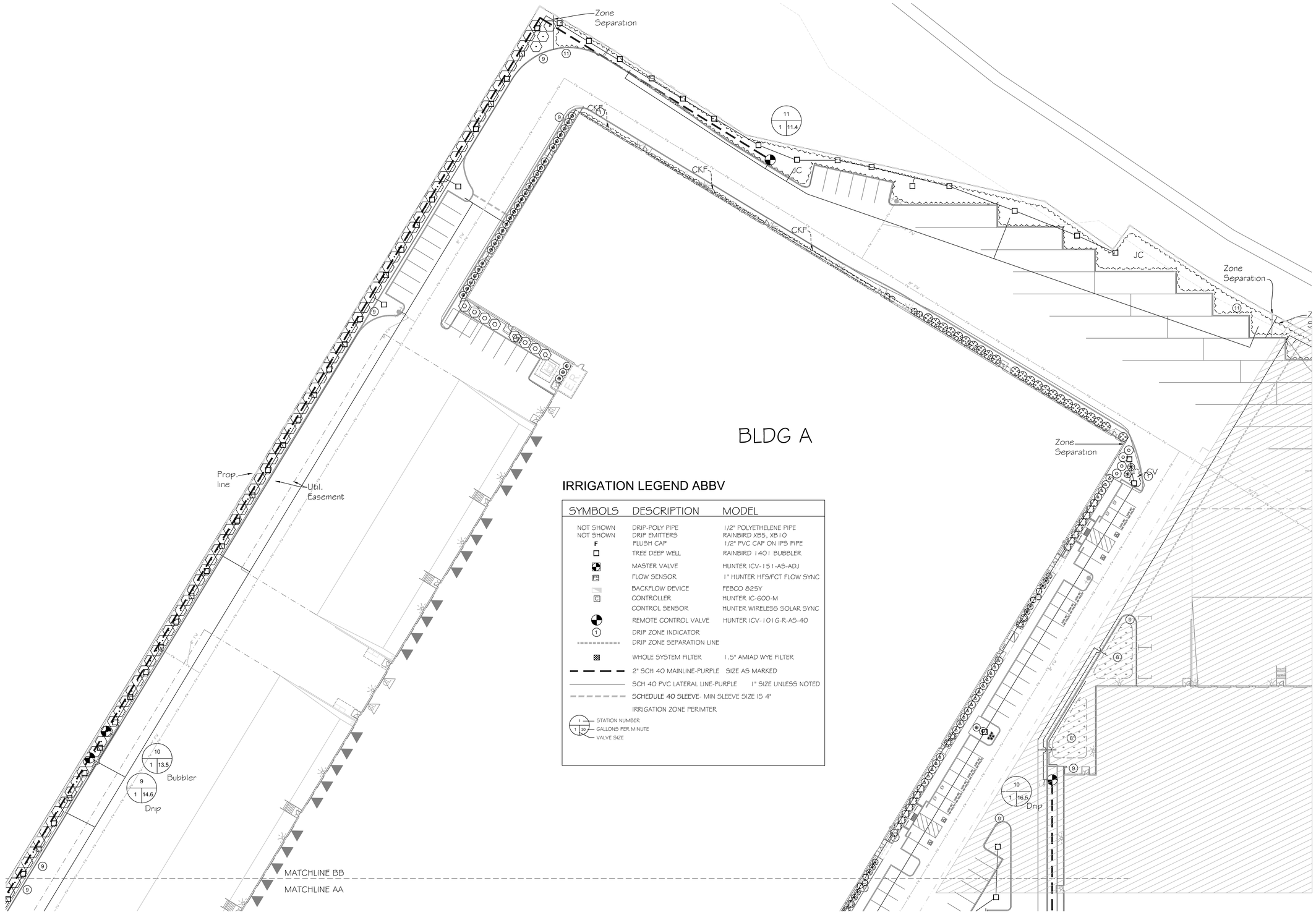
project number : 15426.00

PLANNING SUBMITTAL

Bldg A
Irrigation East

sheet no. :

LI-1.1



IRRIGATION LEGEND ABBV

SYMBOLS	DESCRIPTION	MODEL
NOT SHOWN	DRIP-POLY PIPE	1/2" POLYETHELENE PIPE
NOT SHOWN	DRIP EMITTERS	RAINBIRD XB5, XB10
F	FLUSH CAP	1/2" PVC CAP ON IPS PIPE
	TREE DEEP WELL	RAINBIRD 1401 BUBBLER
	MASTER VALVE	HUNTER ICV-151-AS-ADJ
FS	FLOW SENSOR	1" HUNTER HFS/FCT FLOW SYNC
	BACKFLOW DEVICE	FEBCO 825Y
C	CONTROLLER	HUNTER IC-600-M
	CONTROL SENSOR	HUNTER WIRELESS SOLAR SYNC
	REMOTE CONTROL VALVE	HUNTER ICV-101G-R-AS-40
1	DRIP ZONE INDICATOR	
	DRIP ZONE SEPARATION LINE	
	WHOLE SYSTEM FILTER	1.5" AMIAD WYE FILTER
	2" SCH 40 MAINLINE-PURPLE	SIZE AS MARKED
	SCH 40 PVC LATERAL LINE-PURPLE	1" SIZE UNLESS NOTED
	SCHEDULE 40 SLEEVE- MIN SLEEVE SIZE IS 4"	
	IRRIGATION ZONE PERIMTER	

1 — STATION NUMBER
1 30 — GALLONS PER MINUTE
VALVE SIZE

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1718 Third Street
Suite 101
Sacramento, CA 95811

Tel 916.449.1400
Fax 916.449.1414
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PRELIMINARY DESIGN DRAWINGS FOR:

McCARTHY CREEKSIDE

NORTH McCARTHY BOULEVARD,
CITY OF MILPITAS, CALIFORNIA

PROJECT DEVELOPER / OWNER:

McCARTHY RANCH

15425 LOS GATOS BLVD SUITE 102,
LOS GATOS CA, 95032

issue :	description :	date :
A	PLANNING SUBMITTAL	12-08-15
B	NORTH DRIVEWAY REVISION	01-06-16
C	DRIVEWAY REVISIONS	02-02-16
D	DRIVEWAY REVISIONS	02-09-16
E	PLANNING RESUBMITTAL	02-18-16
F	SCVWD REVISIONS	03-15-16
G	PLANNING SUBMITTAL	04-20-16

Stamp

REGISTERED LANDSCAPE ARCHITECT
No. 4567
Joshua S. Nash
Signature
March 31, 2017
Expiration Date
Date
STATE OF CALIFORNIA

drawn by : EJD plot date : 11-27-15

checked by : EJD

VISTA PARKS
LANDSCAPING INC.
DESIGN BUILD
3323 Watt Ave #229, Sacramento, CA 95821
PH. (916) 681-2227 FAX (916) 681-2228

scale : AS NOTED

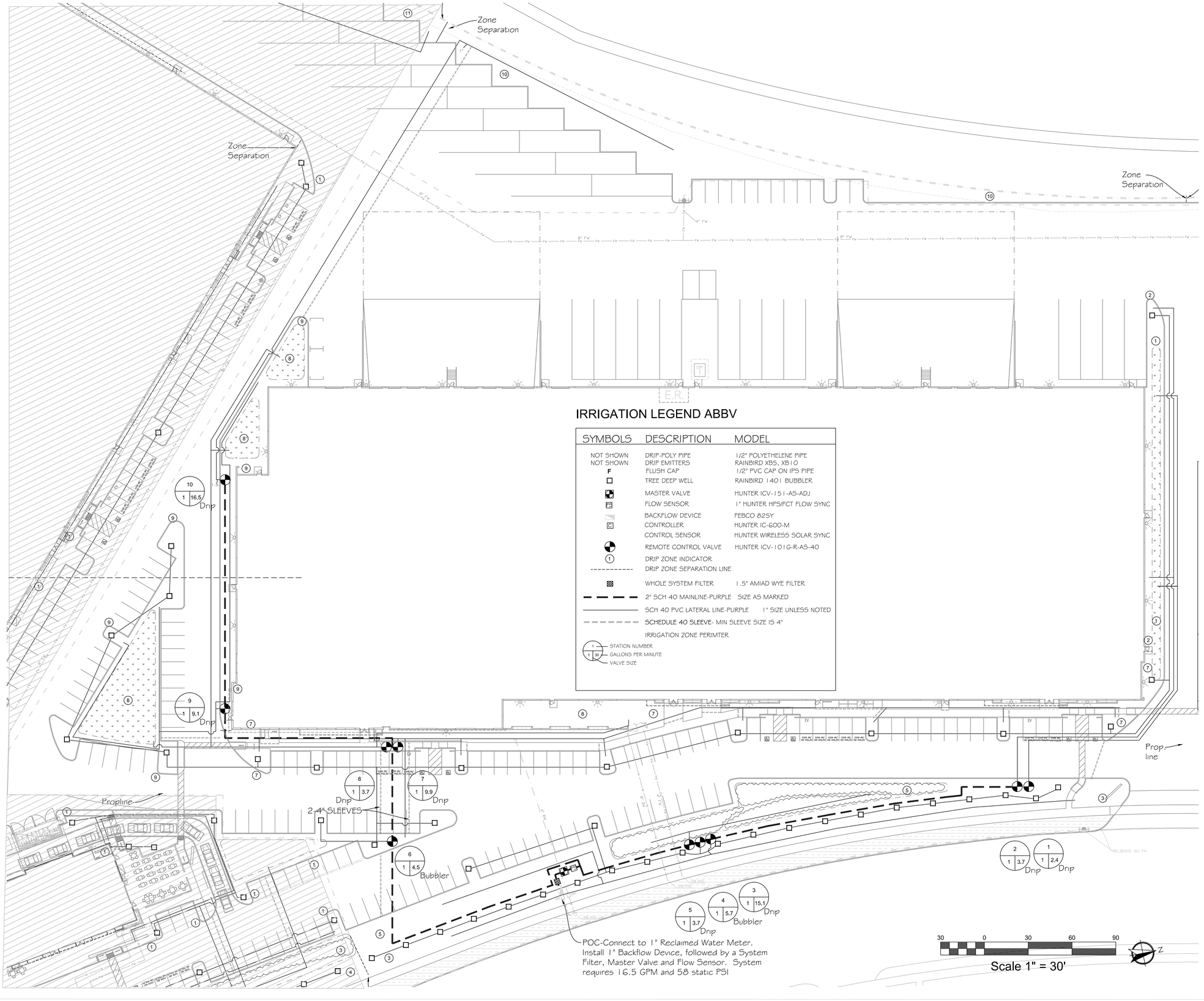
project number : 15426.00

PLANNING SUBMITTAL

Bldg A
Irrigation West

sheet no. :

LI-1.2



IRRIGATION LEGEND ABBV

SYMBOLS	DESCRIPTION	MODEL
NOT SHOWN	DRIP-POLY PIPE	1/2" POLYETHELENE PIPE
NOT SHOWN	DRIP EMITTERS	RAINBIRD XB5, XB10
F	FLUSH CAP	1/2" PVC CAP ON IPS PIPE
	TREE DEEP WELL	RAINBIRD 1401 BUBBLER
	MASTER VALVE	HUNTER ICV-151-A5-ADJ
FS	FLOW SENSOR	1" HUNTER HFS/FCT FLOW SYNC
	BACKFLOW DEVICE	FEBCO 825Y
C	CONTROLLER	HUNTER IC-600-M
	CONTROL SENSOR	HUNTER WIRELESS SOLAR SYNC
	REMOTE CONTROL VALVE	HUNTER ICV-101G-R-A5-40
1	DRIP ZONE INDICATOR	
	DRIP ZONE SEPARATION LINE	
	WHOLE SYSTEM FILTER	1.5" AMIAD WYE FILTER
	2" SCH 40 MAINLINE-PURPLE	SIZE AS MARKED
	SCH 40 PVC LATERAL LINE-PURPLE	1" SIZE UNLESS NOTED
	SCHEDULE 40 SLEEVE- MIN SLEEVE SIZE IS 4"	
	IRRIGATION ZONE PERIMTER	

1 — STATION NUMBER
1 30 — GALLONS PER MINUTE
VALVE SIZE

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CITY OF MILPITAS, CALIFORNIA

PROJECT DEVELOPER / OWNER:

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E	PLANNING RESUBMITTAL	02-18-16
F	SCVWD REVISIONS	03-15-16
G	PLANNING SUBMITTAL	04-20-16

Stamp

REGISTERED LANDSCAPE ARCHITECT
No. 4567
Joshua S. Nash
Signature
March 31, 2017
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Date
STATE OF CALIFORNIA

drawn by : EJD plot date : 11-27-15

checked by : EJD

VISTA PARKS
LANDSCAPING INC.
DESIGN BUILD

3323 Watt Ave #229, Sacramento, CA 95821
PH. (916) 681-2227 FAX (916) 681-2228

scale : AS NOTED

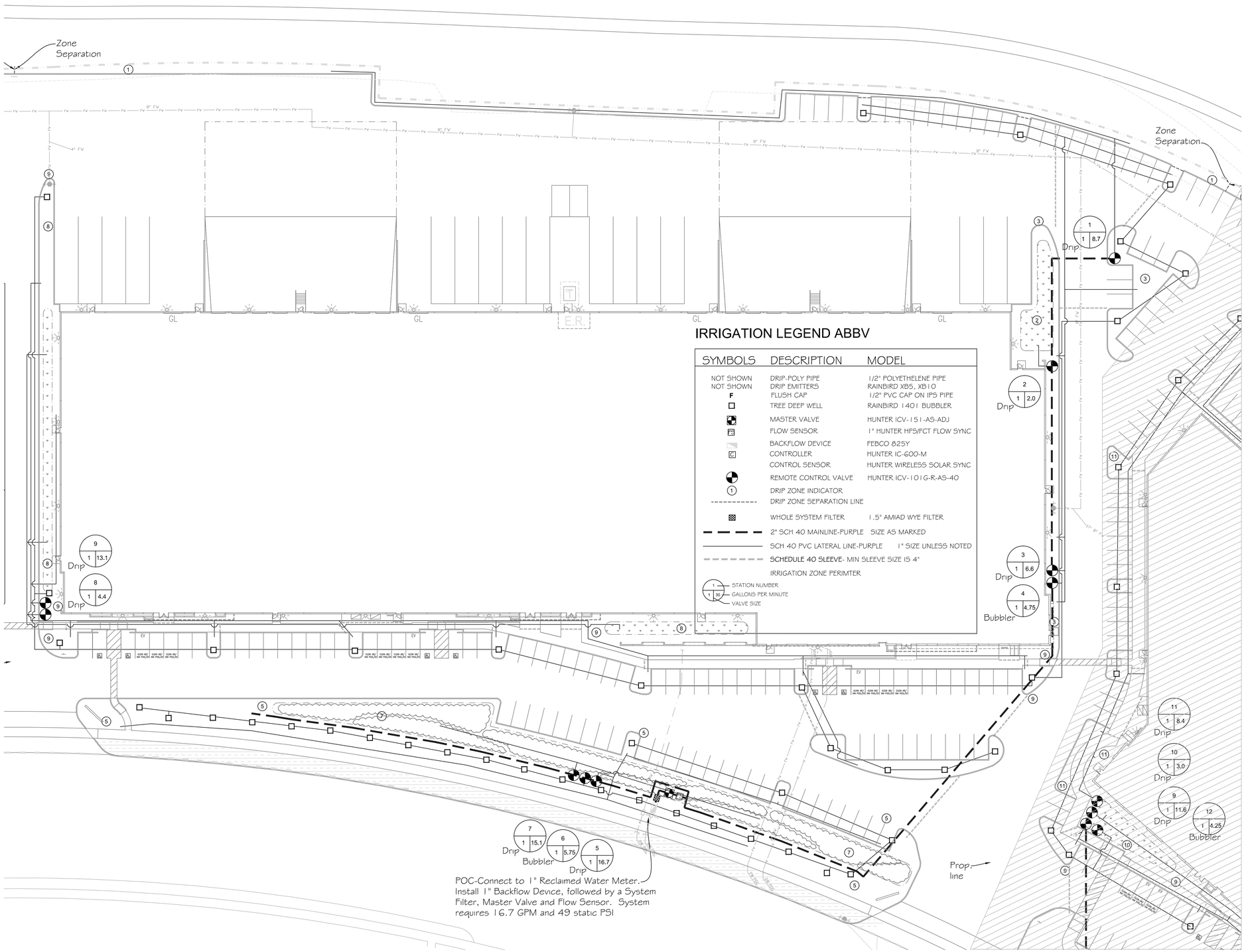
project number : 15426.00

PLANNING SUBMITTAL

Bldg B
Irrigation Plan

sheet no. :

LI-1.3



IRRIGATION LEGEND ABBV

SYMBOLS	DESCRIPTION	MODEL
NOT SHOWN	DRIP-POLY PIPE	1/2" POLYETHELENE PIPE
NOT SHOWN	DRIP EMITTERS	RAINBIRD XB5, XB10
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	MASTER VALVE	HUNTER ICV-151-AS-ADJ
FS	FLOW SENSOR	1" HUNTER HFS/FCT FLOW SYNC
	BACKFLOW DEVICE	FEBCO 825Y
C	CONTROLLER	HUNTER IC-600-M
	CONTROL SENSOR	HUNTER WIRELESS SOLAR SYNC
	REMOTE CONTROL VALVE	HUNTER ICV-101G-R-AS-40
1	DRIP ZONE INDICATOR	
	DRIP ZONE SEPARATION LINE	
	WHOLE SYSTEM FILTER	1.5" AMIAD WYE FILTER
	2" SCH 40 MAINLINE-PURPLE	SIZE AS MARKED
	SCH 40 PVC LATERAL LINE-PURPLE	1" SIZE UNLESS NOTED
	SCHEDULE 40 SLEEVE- MIN SLEEVE SIZE IS 4"	
	IRRIGATION ZONE PERIMTER	

1 — STATION NUMBER
1 — 30 — GALLONS PER MINUTE
VALVE SIZE

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CITY OF MILPITAS, CALIFORNIA

PROJECT DEVELOPER / OWNER:

McCARTHY RANCH

15425 LOS GATOS BLVD SUITE 102,
LOS GATOS CA, 95032

issue :	description :	date :
A	PLANNING SUBMITTAL	12-08-15
B	NORTH DRIVEWAY REVISION	01-06-16
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F	SCVWD REVISIONS	03-15-16
G	PLANNING SUBMITTAL	04-20-16

Stamp

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No. 4567
Joshua S. Nash
Signature
March 31, 2017
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Date
STATE OF CALIFORNIA

drawn by : EJD plot date : 11-27-15

checked by : EJD

VISTA PARKS
LANDSCAPING INC.
DESIGN BUILD

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PH. (916) 681-2227 FAX (916) 681-2228

scale : AS NOTED

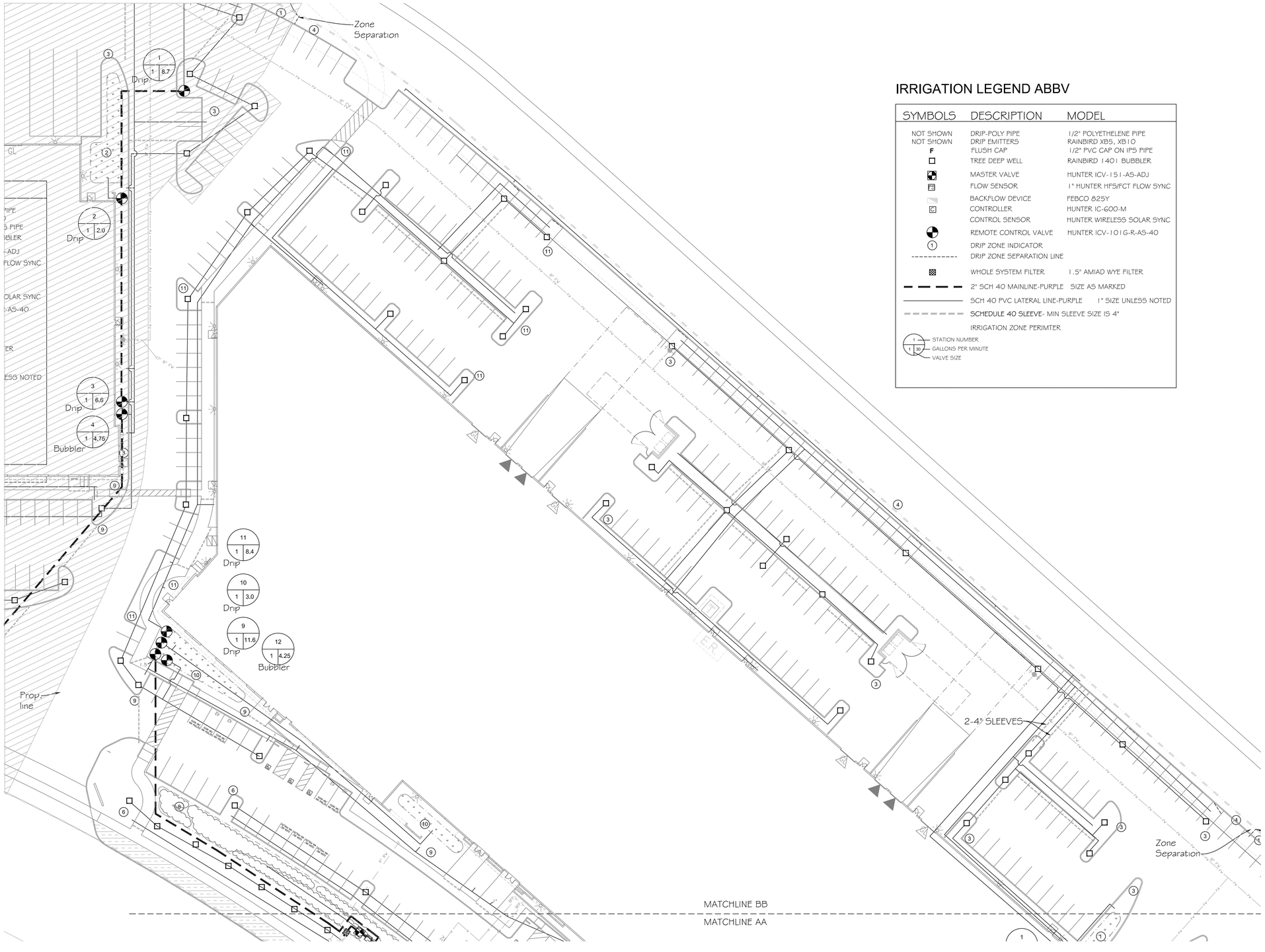
project number : 15426.00

PLANNING SUBMITTAL

Bldg C
Irrigation Plan

sheet no. :

LI-1.4



IRRIGATION LEGEND ABBV

SYMBOLS	DESCRIPTION	MODEL
NOT SHOWN	DRIP-POLY PIPE	1/2" POLYETHELENE PIPE
NOT SHOWN	DRIP EMITTERS	RAINBIRD XB5, XB10
F	FLUSH CAP	1/2" PVC CAP ON IPS PIPE
□	TREE DEEP WELL	RAINBIRD 1401 BUBBLER
	MASTER VALVE	HUNTER ICV-151-AS-ADJ
	FLOW SENSOR	1" HUNTER HFS/FCT FLOW SYNC
	BACKFLOW DEVICE	FEBCO 825Y
	CONTROLLER	HUNTER IC-600-M
	CONTROL SENSOR	HUNTER WIRELESS SOLAR SYNC
	REMOTE CONTROL VALVE	HUNTER ICV-101G-R-AS-40
1	DRIP ZONE INDICATOR	
----------	DRIP ZONE SEPARATION LINE	
	WHOLE SYSTEM FILTER	1.5" AMIAD WYE FILTER
— — —	2" SCH 40 MAINLINE-PURPLE	SIZE AS MARKED
———	SCH 40 PVC LATERAL LINE-PURPLE	1" SIZE UNLESS NOTED
- - -	SCHEDULE 40 SLEEVE- MIN SLEEVE SIZE IS 4"	
	IRRIGATION ZONE PERIMTER	

1 — STATION NUMBER
1 — 30 — GALLONS PER MINUTE
VALVE SIZE

30 0 30 60 90

Scale 1" = 30'

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PROJECT DEVELOPER / OWNER:

McCARTHY RANCH

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E	PLANNING RESUBMITTAL	02-18-16
F	SCVWD REVISIONS	03-15-16
G	PLANNING SUBMITTAL	04-20-16

Stamp

REGISTERED LANDSCAPE ARCHITECT
No. 4567
Joshua S. Neab
Signature
March 31, 2017
Expiration Date
Date
STATE OF CALIFORNIA

drawn by : EJD plot date : 11-27-15

checked by : EJD

VISTA PARKS
LANDSCAPING INC.
DESIGN BUILD

3323 Watt Ave #229, Sacramento, CA 95821
PH. (916) 681-2227 FAX (916) 681-2228

scale : AS NOTED

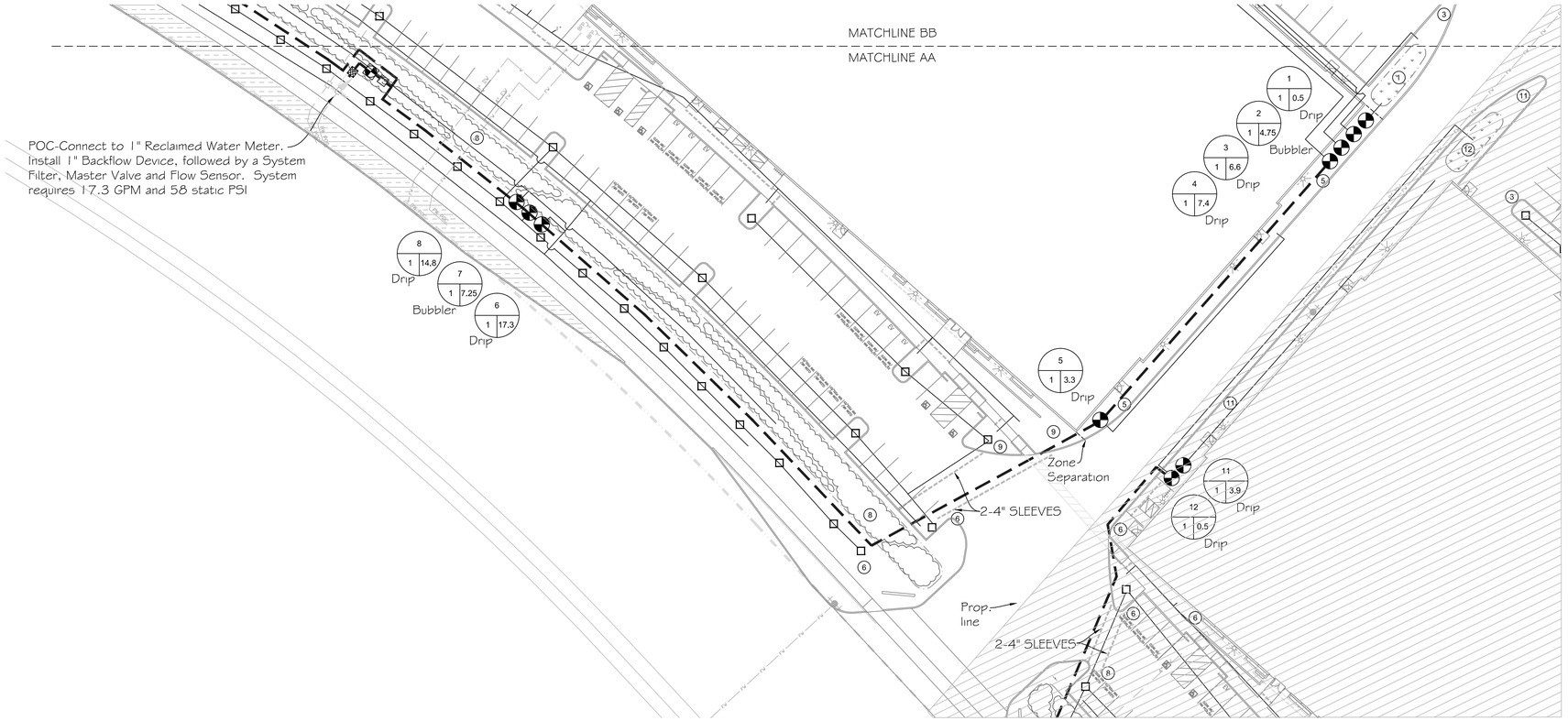
project number : 15426.00

PLANNING SUBMITTAL

Bldg D
Irrigation West

sheet no. :

L1-1.5



IRRIGATION LEGEND ABBV

SYMBOLS	DESCRIPTION	MODEL
NOT SHOWN	DRIP-POLY PIPE	1/2" POLYETHELENE PIPE
NOT SHOWN	DRIP EMITTERS	RAINBIRD XB5, XB10
F	FLUSH CAP	1/2" PVC CAP ON IPS PIPE
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	MASTER VALVE	HUNTER ICV-151-AS-ADJ
FS	FLOW SENSOR	1" HUNTER HFS/FCT FLOW SYNC
	BACKFLOW DEVICE	FEBCO 825Y
C	CONTROLLER	HUNTER IC-600-M
	CONTROL SENSOR	HUNTER WIRELESS SOLAR SYNC
	REMOTE CONTROL VALVE	HUNTER ICV-101G-R-AS-40
1	DRIP ZONE INDICATOR	
----------	DRIP ZONE SEPARATION LINE	
	WHOLE SYSTEM FILTER	1.5" AMIAD WYE FILTER
— — —	2" SCH 40 MAINLINE-PURPLE	SIZE AS MARKED
———	SCH 40 PVC LATERAL LINE-PURPLE	1" SIZE UNLESS NOTED
- - - - -	SCHEDULE 40 SLEEVE- MIN SLEEVE SIZE IS 4"	
	IRRIGATION ZONE PERIMTER	

1 — STATION NUMBER
1 | 30 — GALLONS PER MINUTE
VALVE SIZE

30 0 30 60 90

Scale 1" = 30'

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PROJECT DEVELOPER / OWNER:

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D	DRIVEWAY REVISIONS	02-09-16
E	PLANNING RESUBMITTAL	02-18-16
F	SCVWD REVISIONS	03-15-16
G	PLANNING SUBMITTAL	04-20-16

Stamp

REGISTERED LANDSCAPE ARCHITECT
No. 4047
Joshua S. Nash
Signature
March 31, 2017
Expiration Date
Date
STATE OF CALIFORNIA

drawn by : EJD plot date : 11-27-15

checked by : EJD

VISTA PARKS
LANDSCAPING INC.
DESIGN BUILD

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scale : AS NOTED

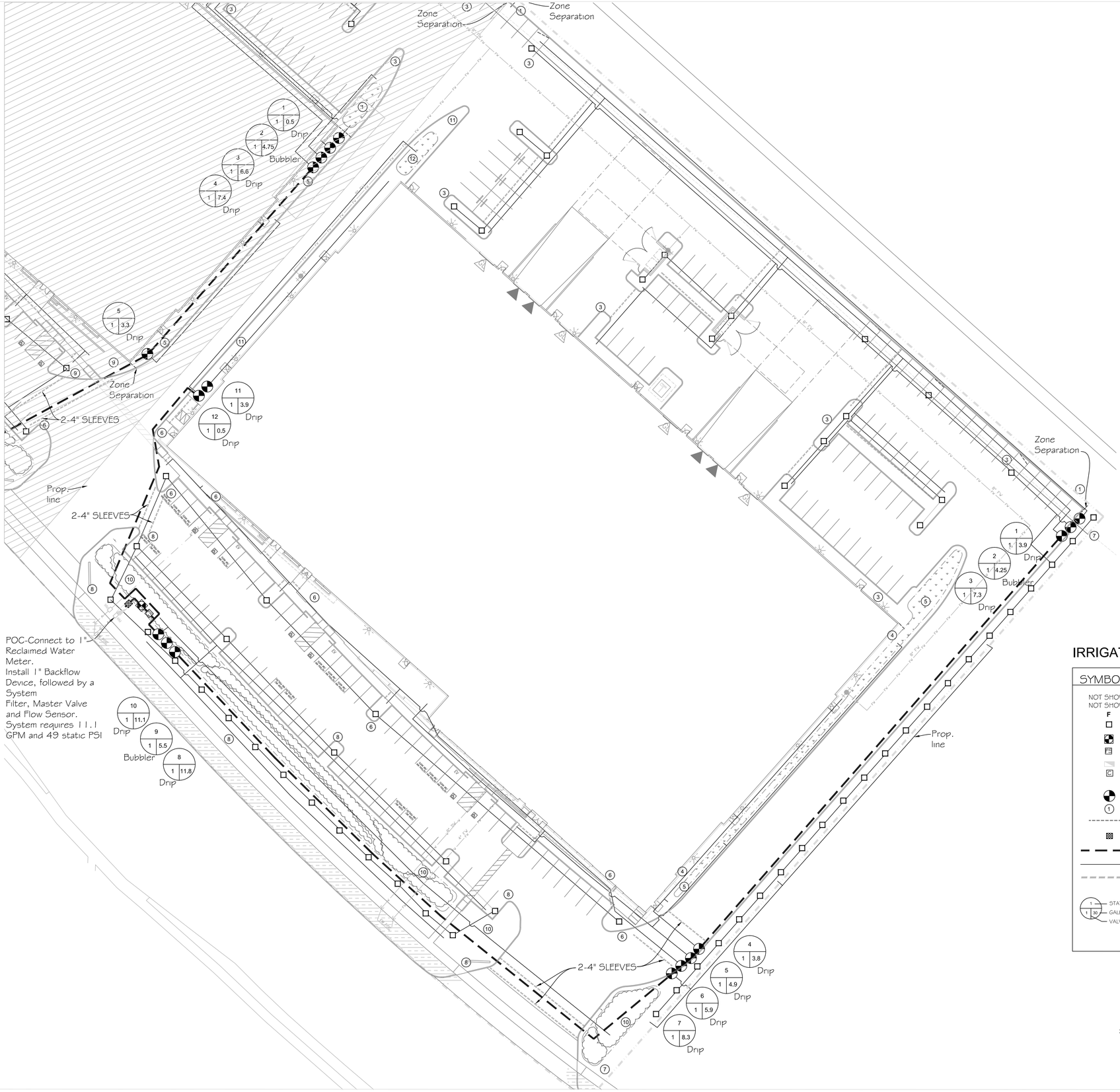
project number : 15426.00

PLANNING SUBMITTAL

Bldg D
Irrigation East

sheet no. :

LI-1.6



IRRIGATION LEGEND ABBV

SYMBOLS	DESCRIPTION	MODEL
NOT SHOWN	DRIP-POLY PIPE	1/2" POLYETHELENE PIPE
NOT SHOWN	DRIP EMITTERS	RAINBIRD XB5, XB10
F	FLUSH CAP	1/2" PVC CAP ON IP5 PIPE
	TREE DEEP WELL	RAINBIRD 1401 BUBBLER
	MASTER VALVE	HUNTER ICV-151-A5-ADJ
FS	FLOW SENSOR	1" HUNTER HFS/FCT FLOW SYNC
	BACKFLOW DEVICE	FEBCO 825Y
C	CONTROLLER	HUNTER IC-600-M
	CONTROL SENSOR	HUNTER WIRELESS SOLAR SYNC
	REMOTE CONTROL VALVE	HUNTER ICV-101G-R-A5-40
1	DRIP ZONE INDICATOR	
	DRIP ZONE SEPARATION LINE	
	WHOLE SYSTEM FILTER	1.5" AMIAD WYE FILTER
	2" SCH 40 MAINLINE-PURPLE	SIZE AS MARKED
	SCH 40 PVC LATERAL LINE-PURPLE	1" SIZE UNLESS NOTED
	SCHEDULE 40 SLEEVE- MIN SLEEVE SIZE IS 4"	
	IRRIGATION ZONE PERIMTER	

1 — STATION NUMBER
1 — GALLONS PER MINUTE
30 — VALVE SIZE

30 0 30 60 90

Scale 1" = 30'

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PRELIMINARY DESIGN DRAWINGS FOR:

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PROJECT DEVELOPER / OWNER:

McCARTHY RANCH

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E	PLANNING RESUBMITTAL	02-18-16
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G	PLANNING SUBMITTAL	04-20-16

Stamp

REGISTERED LANDSCAPE ARCHITECT
No. 4567
Joshua S. Nash
Signature
March 31, 2017
Expiration Date
Date
STATE OF CALIFORNIA

drawn by : EJD plot date : 11-27-15

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VISTA PARKS
LANDSCAPING INC.
DESIGN BUILD

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PLANNING SUBMITTAL

Bldg E
Irrigation Plan

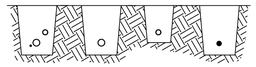
sheet no. :

LI-1.7

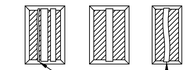
THIS IS A RECYCLED WATER IRRIGATION SYSTEM
ALL PARTS/PIECES SHALL BE RECYCLED COMPLIANT

SECTION VIEW

MAINLINE, LATERAL, AND WIRING IN THE SAME TRENCH | MAINLINE PIPE | LATERAL PIPE | WIRING IN CONDUIT



PLAN VIEW



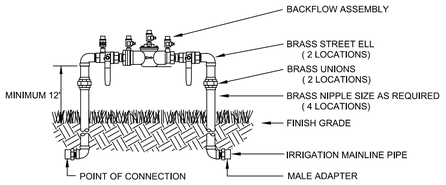
RUN WIRING BESIDE MAINLINE, TAPE AND BUNDLE AT 12 FT INTERVALS.

ALL SOLVENT WELD PLASTIC PIPING TO BE SNAKED IN TRENCH AS SHOWN.

NOTES:

1. SLEEVE BELOW ALL HARDSCAPE ELEMENTS WITH SCH 40 2 SIZES LARGER THAN THE DIAMETER OF THE PIPE OR WIRE BUNDLE WITHIN.
2. SLEEVING UNDER HARDSCAPES TO BE A MINIMUM OF 24" OF COVER.
3. MAINLINE TO RECEIVE A MINIMUM OF 18" OF COVER
4. LATERALS TO RECEIVE A MINIMUM OF 12" OF COVER.

A PIPE & WIRE TRENCHING
NO SCALE

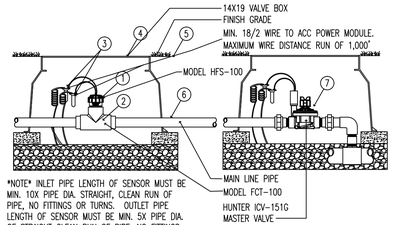


NOTE:

1. INSTALL BACKFLOW PREVENTER AS REQUIRED BY LOCAL CODES AND HEALTH DEPARTMENT. VERIFY LOCAL REQUIREMENTS PRIOR TO INSTALLATION.

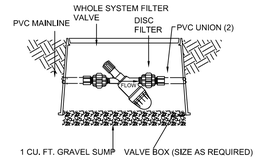
B BACKFLOW PREVENTER
NO SCALE

1. HUNTER MODEL HFS-100
2. HUNTER MODEL FCT-100
3. MIN. 18/2 WIRE TO ACC POWER MODULE. MAXIMUM WIRE DISTANCE RUN OF 1,000'
4. 14X19 VALVE BOX
5. FINISH GRADE
6. MAIN LINE PIPE
7. HUNTER ICV-101-G MASTER VALVE SEE IRRIGATION LEGEND FOR MODEL

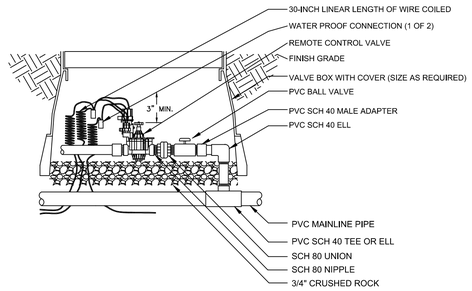


NOTE INLET PIPE LENGTH OF SENSOR MUST BE MIN. 10X PIPE DIA. STRAIGHT, CLEAN RUN OF PIPE, NO FITTINGS OR TURNS. OUTLET PIPE LENGTH OF SENSOR MUST BE MIN. 5X PIPE DIA. OF STRAIGHT CLEAN RUN OF PIPE, NO FITTINGS OR TURNS.

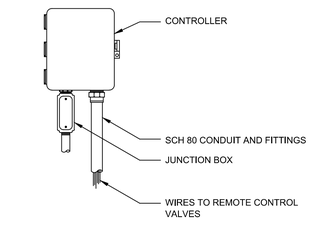
C MASTER VALVE AND FLOW SENSOR
NO SCALE



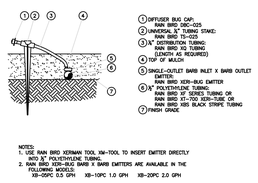
D WHOLE SYSTEM FILTER DISC FILTER
NO SCALE



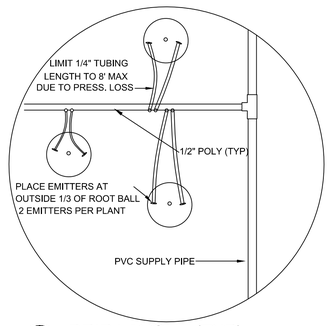
E REMOTE CONTROL VALVE
NO SCALE



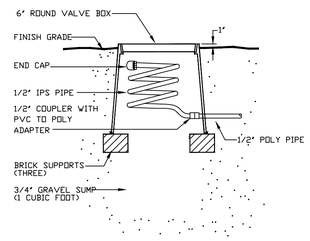
F WALL MOUNTED CONTROLLER
NO SCALE



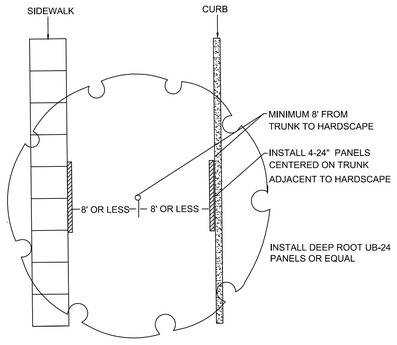
G SPOT EMITTER
NO SCALE



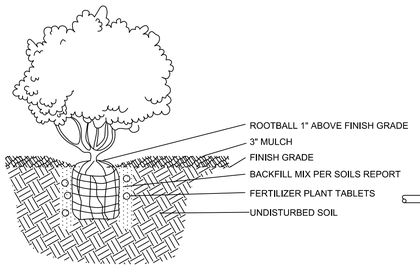
H DRIP LAYOUT (TYP)
NO SCALE



I MANUAL FLUSH CAP
NO SCALE



J ROOTBARRIER DETAIL
NO SCALE



K SHRUB PLANTING DETAIL
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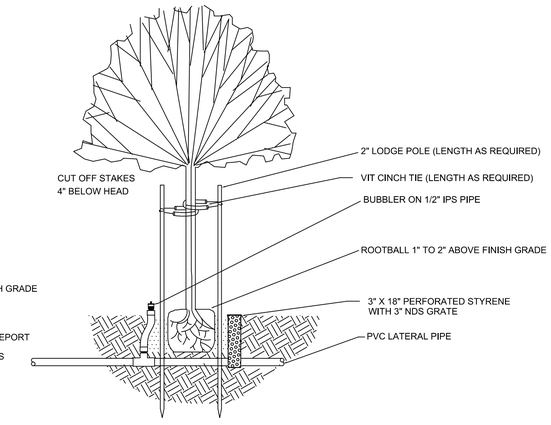

L TREE PLANTING DETAIL W/DEEP WELL BUBBLER

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PRELIMINARY DESIGN DRAWINGS FOR:

McCARTHY CREEKSIDE

NORTH McCARTHY BOULEVARD,
CITY OF MILPITAS, CALIFORNIA

PROJECT DEVELOPER / OWNER:

McCARTHY RANCH

15425 LOS GATOS BLVD SUITE 102,
LOS GATOS CA, 95032

issue :	description :	date :
A	PLANNING SUBMITTAL	12-08-15
B	NORTH DRIVEWAY REVISION	01-06-16
C	DRIVEWAY REVISIONS	02-02-16
D	DRIVEWAY REVISIONS	02-09-16
E	PLANNING RESUBMITTAL	02-18-16
F	SCVWD REVISIONS	03-15-16
G	PLANNING SUBMITTAL	04-20-16

Stamp

REGISTERED LANDSCAPE ARCHITECT
No. 4567
Joshua S. Nash
Signature
March 31, 2017
Expiration Date
Date
STATE OF CALIFORNIA

drawn by : EJD
plot date : 11-27-15
checked by : EJD

VISTA PARKS
LANDSCAPING INC.
DESIGN BUILD
3323 Watt Ave #229, Sacramento, CA 95821
PH. (916) 681-2227 FAX (916) 681-2228

scale : AS NOTED
project number : 15426.00

Details

PLANNING SUBMITTAL

sheet no. :

L3.0

1F

FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED McCARTHY RANCH MIXED USE PROJECT

STATE CLEARINGHOUSE #2008092082

RESPONSES TO COMMENTS, REVISIONS TO THE DRAFT EIR, AND MITIGATION MONITORING AND REPORTING PROGRAM

Prepared by

THE CITY OF MILPITAS

May 2009

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1. INTRODUCTION

1.1 RELATIONSHIP BETWEEN DRAFT EIR AND FINAL EIR

In conformance with the California Environmental Quality Act (CEQA) Guidelines (2009), section 15132 (Contents of Final Environmental Impact Report), the Final Environmental Impact Report (Final EIR) for the proposed McCarthy Ranch Mixed Use Project consists of two volumes: (1) the February 2009 Draft EIR, which was distributed for public review and comment on February 26, 2009; and (2) this May 2009 Final EIR document, which incorporates the Draft EIR by this reference, and includes responses to comments received by the Lead Agency (the City of Milpitas) during the public review period on the Draft EIR, plus a set of revisions made to the Draft EIR in response to the comments received. The responses to comments are included in section 2 of this document. The revisions to the Draft EIR are included in section 3. None of the revisions to the Draft EIR included in section 3 represents a substantial increase in the severity of an identified significant impact or the identification of a new significant impact, mitigation, or alternative considerably different from those already considered in preparing the Draft EIR.

CEQA section 21081.6 of the Public Resources Code requires all public agencies to adopt a mitigation monitoring or reporting program when they approve projects subject to environmental impact reports or mitigated negative declarations. The Mitigation Monitoring and Reporting Program chart for the project is included in section 4 of this Final EIR document.

1.2 PROPOSED PROJECT

The proposed McCarthy Ranch Mixed Use Project (project) represents a final implementation phase of the City-approved McCarthy Ranch Master Plan. The project is comprised of three noncontiguous properties--sites A, B and C--totaling approximately 58.5 acres, located in the developing McCarthy Ranch Master Plan area along the west side of North McCarthy Boulevard between SR 237/Calaveras Boulevard and Dixon Landing Road. The west edge of each of the three sites is contiguous to the existing Coyote Creek corridor.

The City of Milpitas General Plan and McCarthy Ranch Master Plan provide for development of the area with a mix of commercial, residential, research and development (R&D) and industrial park uses. The three properties are currently designated *Industrial Park and Manufacturing* on the Milpitas General Plan Land Use Map and zoned *Industrial Park* (MP) with a maximum floor area ratio (FAR) of 0.50.

The project consists of an application for City approval of the General Plan and zoning entitlements, and associated CEQA documentation, necessary to permit up to approximately 1.07 million square feet of office park floor space on sites A and B and up to approximately 93,580 square feet of community shopping center floor space on site C.

The proposed office park uses on sites A and B would be consistent with current General Plan and zoning allowances. The proposed community shopping center use on site C would require a General Plan amendment and rezoning from *Industrial and Manufacturing*/MP to *Community Commercial*/C2 to accommodate a *General Commercial* (rather than *Industrial Park*) use of site C, at an FAR of 0.23.

The proposed project includes the following breakdown of office park and community shopping center land uses for the three project sites:

	Site A	Site B	Site C	Total
Site size (approx.)	44.20 acres	5.00 acres	9.34 acres	58.54 acres
Assessor's Parcel No.	22-29-36 (35.01 acres) and 22-30-37 (9.19 acres)	22-30-39	22-30-48	
Existing General Plan designation	Industrial Park and Manufacturing	Industrial Park and Manufacturing	Manufacturing and Warehousing	
Proposed General Plan designation	No change	No change	General Commercial	
Existing zoning	MP (Industrial Park)	MP (Industrial Park)	MP (Industrial Park)	
Proposed zoning	No change	No change	C2 (General Commercial)	
Proposed land use	Office Park	Office Park	Community Shopping Center	
Maximum Permitted/ Proposed FAR	0.50/0.50	0.50/0.50	0.50/0.23	
Proposed maximum floor area (approx.)	962,570 sq.ft.	108,900 sq.ft.	93,580 sq.ft.	1,165,050 sq. ft

The project description summary above should not be relied upon for a thorough understanding of the proposed project. Please refer to chapter 3 (Project Description) of the February 2009 Draft Environmental Impact Report for the Proposed McCarthy Ranch Mixed Use Project, and associated revisions included in section 3 of this Final EIR document, for a more complete description of the proposed redevelopment program.

2. RESPONSES TO COMMENTS ON THE DRAFT EIR

After completion of the Draft EIR, the Lead Agency (the City of Milpitas) is required under CEQA Guidelines sections 15086 and 15088 to consult with and obtain comments from other public agencies having jurisdiction by law with respect to, or otherwise potentially affected by, the project, and to provide the general public with an opportunity to comment on the Draft EIR. Under CEQA Guidelines section 15088, the Lead Agency is also required to respond in writing to substantive environmental points raised in this Draft EIR review and consultation process.

The Draft EIR was distributed for public review and comment on February 26, 2009. The required 45-day public review period on the Draft EIR ended on April 17, 2009.

Comments received on the Draft EIR during the 45-day public review period were submitted in the form of seven (7) letters received by the City.

CEQA Guidelines section 15132 (Contents of Final Environmental Impact Report), subsection (b), requires that the Final EIR include the full set of "comments and recommendations received on the Draft EIR either verbatim or in summary;" section 15132, subsection (c), requires that the Final EIR include "a list of persons, organizations, and public agencies commenting on the Draft EIR"; and section 15132, subsection (d), requires that the Final EIR include "the responses of the Lead Agency to significant environmental points raised in the review and consultation process." In keeping with these guidelines, this Responses to Comments section includes the following subsections:

> a **list of Draft EIR commenters** (section 2.1) which lists each public agency, organization, and individual who submitted written comments to the Lead Agency during and immediately after the Draft EIR public review period; and
>
> a **responses to written comments** section (section 2.2), which includes verbatim copies of the seven (7) letters received, followed by a summary of, and the response of the Lead Agency to, each comment therein pertaining to the EIR process content or adequacy.

2.1 LIST OF DRAFT EIR COMMENTERS

The public agencies, organizations, and individuals who commented on the Draft EIR are listed below. Each commenter is also identified by a code number (1, 2, 3, etc.), which corresponds to the number assigned to the commenter's letter in subsection 2.2 (Responses to Written Comments).

1. Raluca Nitescu, PE, Project Engineer, Roads and Airports Department, County of Santa Clara; March 30, 2009

2. Jeff Schwob, Planning Director, Planning Division, Community Development Department, City of Fremont; April 10, 2009

3. Lisa Carboni, District Branch Chief, Local Development-Intergovernmental Review, Department of Transportation, State of California; April 14, 2009

4. Terry Roberts, Director, State Clearinghouse, State Clearinghouse and Planning Unit, Governor's Office of Planning and Research, State of California; April 14, 2009

5. Theodore Hipol, Assistant Engineer, Community Projects Review Unit, Santa Clara Valley Water District; April 15, 2009

6. Rachel Santos, Open Space Planner, Santa Clara County Open Space Authority; April 17, 2009

7. Roy Molseed, Senior Environmental Planner, Santa Clara Valley Transportation Authority; April 17, 2009

2.2 RESPONSES TO COMMENTS

The following section includes copies of the seven (7) letters received during the Draft EIR public review period. Each letter is immediately followed by the Lead Agency's (City's) responses to comments therein pertaining to the content or adequacy of the Draft EIR. The comments and responses are correlated by code numbers added to the right margin of each letter.

County of Santa Clara

Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302
(408) 573-2400

1

March 30, 2009

Mr. Sheldon S. Ah Sing, Senior Planner
Milpitas Planning Division
455 East Calaveras Division
Milpitas, CA 95035

Subject: Notice of Availability of the Draft Environmental Impact Report (DEIR) for McCarthy Ranch Mixed Use Project SCH# 2008092082

Dear Mr. Singh,

Your February 27, 2009 Notice along with the attachment for the subject project have been reviewed. Our comments are as follows:

- The Environmental Impact Report proposes to change the General Plan to include the addition of 1.07 million square feet at sites A and B and 93,580 square feet at site C. Review of the project Traffic Impact Report on Montague Expressway indicates no impact on Montague Expressway and therefore no mitigations are required. **1.01**

- However from operational point of view, Montague Expressway will be impacted. The City needs to collect development fee for future improvements on Montague that will result from cumulative Traffic Impact.

- Additionally, due to the current economics, the existing Level of Service (LOS) resulting now in no impact to County roadways, is not reflective of future economic rebound. Therefore the City needs to contribute funds for future impact resulting from an improving economy. **1.02**

If you have any questions, please contact me at 573-2464.

Sincerely,

Raluca Nitescu, PE
Project Engineer

cc: SK, MA, WRL, File

Board of Supervisors: Donald F. Gage, George Shirakawa, Dave Cortese, Ken Yeager., Liz Kniss
Acting County Executive: Gary A. Graves

1. Raluca Nitescu, PE, Project Engineer, Roads and Airports Department, County of Santa Clara; March 30, 2009

1.01 *Subject:* Transportation and Circulation--Montague Expressway

Comment: DEIR indicates no impact on or mitigation for Montague Expressway; however Montague Expressway operation will be impacted. City needs to collect development fee for future cumulative traffic related improvement needs on Montague.

Response: In 1997, the City of Milpitas adopted a Traffic Impact Fee Ordinance to collect fair share roadway system impact mitigation fees from new development projects. These impact fees are used to contribute towards the cost of transportation improvement projects necessary to accommodate cumulative growth in Milpitas. The McCarthy Ranch project will be required to pay its associated Traffic Impact Fees, based on trip generation volumes from the project. Under the established fee program, a portion of the Traffic Impact Fee from the project will be allocated towards the costs of future transportation improvements along Montague Expressway.

1.02 *Subject:* Transportation and Circulation--economic factors

Comment: Existing LOS resulting in no impact to County roadways is not reflective of future economic rebound. City needs to contribute funds for future impact resulting from improving economy.

Response: Existing LOS data presented in the February 2009 DEIR are based on traffic counts conducted by the DEIR transportation consultant and by the cities of Milpitas, Fremont and San Jose between 2007 and late 2008. Although traffic conditions in 2007/2008 (when the traffic counts were conducted) might be less congested than hypothetical conditions with a stronger economy, the EIR consultants are unaware of any official data that substantiates a significant economic conditions-linked decrease in existing traffic counts on roadways in the Milpitas area. In any event, even if the existing traffic count volumes would be higher under stronger economic conditions, it would be unlikely that the relatively small increase in traffic on Montague Expressway due to the McCarthy Ranch project would cause any additional significant operational impact at one or more associated study intersections.

F r e i b n t i

Community Development Department
Planning
39550 Liberty Street, P.Q. Box 5006, Fremont, CA 94537-5006 510 494-4440 *ph I* www.fremontgov

April 10, 2009

Sheldon S. Ah Sing
Senior Planner
455 East Calaveras Blvd.
Milpitas, CA 95035

SUBJECT: McCarthy Ranch Mixed Use Project DEIR comments, State # 008092082

Dear Sheldon S. Ah Sing:

Thank you for the opportunity to comment on the DEIR. The following are the City of Fremont's comments to the proposed McCarthy Ranch Mixed Use Project, DEIR dated February 2009:

1. Include the proposed development of Creekside Landing (formerly Bayside Market Place Shopping Center) and approved Fremont Tech Center Phase 2 for the "Project Condition, 2030 Cumulative No Project, and 2030 Cumulative Plus Project condition scenarios. **2.01**
2. For the project condition scenario and cumulative scenarios, revise the intersection geometry of McCarthy Boulevard and Dixon Landing Road to include the north leg (future Fremont Boulevard). The City of Fremont will provide the AM and PM peak hour traffic for the Fremont Boulevard southbound intersection volumes, lane geometry and from its Creekside Landing Development Project EIR under a separate letter to the City of Milpitas. **2.02**
3. The intersection LOS analysis of 1-680/Scott Creek for "Project & Cumulative Scenarios" should include project trips generated by the Creekside Landing Development and Fremont Tech Center Phase 2 Development. **2.03**
4. For the intersection of SB I-680/Scott Creek Road, existing AM peak hour volume is shown as zero for WB left turn movement. This is highly unlikely. Please check the turning movement counts field data, and revise related analyzes if necessary. The Fremont Creekside Landing DEIR shows the existing AM peak westbound left turn volume at this intersection to be 86 vehicles.
5. Include intersections of SB I-680/Scott Creek Road and NB I-680/Scott Creek in the project conditions signal warrants analysis. **2.05**
6. The future intersection of Fremont Boulevard/McCarthy Boulevard/Dixon Landing Road incorporates the requirements for the planned north-south Bay Trail. **2.06**

The City of Fremont believes that under CEQA the EIR has an obligation to acknowledge approved and pending projects. Even though past EIRs have neglected to include the Fremont Boulevard connection and the Creekside Landing Project, a pending project, they have also failed to account for the approved projects such as the current entitlement for an industrial project on the same Creekside landing site. This valid approval under Development Agreement 92-1 authorizes a nine lot industrial development with potential for approximately 899,000 square feet of industrial development similar in scale and type to what exists at Bayside Business Park to the north. Simply neglecting to acknowledge these conditions is not in the spirit of CEQA. We look forward to seeing the Final EIR/ Response to Comments. **2.07**

Please continue to notify Kelly Diekmann, Senior Planner when the Final EIR is available and any upcoming hearings on this matter.

Sincerely,

Jeff Schwob
Planning Director

C: Kelly Diekmann, Senior Planner
Rene Daltan, Transportation Engineer
Kurile Odumade, Senior Transportation Engineer

2. Jeff Schwob, Planning Director, Planning Division, Community Development Department, City of Fremont; April 10, 2009

2.01 *Subject:* Transportation and Circulation--impact scenario assumptions

Comment: The following two pending Fremont projects should be included in the three DEIR transportation analysis impact scenarios--i.e., Project Conditions, 2030 Cumulative Conditions without and with the project: Creekside Landing (formerly Bayside Market Place Shopping Center) and Fremont Tech Center Phase 2 project.

Response: The DEIR traffic analysis has adequately considered both of these two Fremont projects. The Bayside Marketplace Project is shown on DEIR Figure 11.1, Land Uses in the Project Vicinity (page 11-2), at location 6 ("Bayside Market Place Project") and is listed and described in DEIR Table 11.1, Anticipated Cumulative Future Additional Development in Milpitas and Southern Fremont (page 11-7), as the Bayside Market Place project, located at the south terminus of Fremont Boulevard; "In Process"; 524,000 square feet. The Fremont Tech Center Phase 1 and Phase 2 projects are both also shown on Figure 11.1 (locations 8 and 9) and listed and described in DEIR Table 11.1 (page 11-8) as the Fremont Tech Center Phase 1 project at 2703 Lakeville Ct., "Completed, not yet fully occupied," and the Fremont Tech Center Phase 2 project at Lakeview Dr., south of Phase 1, "Approved," 76,584 square feet.

Following standard traffic analysis practice in Milpitas, the DEIR traffic analysis evaluates the following four scenarios: Existing Conditions, Background Conditions (existing plus approved but not yet completed developments), Project Conditions (background plus project) and 2030 Cumulative Conditions (projected 2030 conditions, based on the Milpitas version of the Santa Clara Valley Transportation Authority (VTA) travel forecasting model, plus project). At the start of the TIA for the proposed project, the City of Fremont was contacted by the EIR transportation consultants, Hexagon Transportation Consultants, to obtain information on approved and pending projects in that city.

As shown in DEIR Table 11.1, based on the initial consultation with the City of Fremont, the Bayside Market Place Project application was not classified as an approved project , but rather as "In Process" at the time the Notice of Preparation (NOP) for the McCarthy Ranch Mixed Use Project DEIR was issued (September 16, 2008).[1] Therefore, following standard Milpitas and Fremont traffic analysis practice, the Bayside project was not included in the Background Conditions analysis and was included in the 2030 Cumulative analysis.[2] The extension of Fremont Boulevard to Dixon Landing Road, which is anticipated with the Bayside project, was also included in the 2030 Cumulative analysis.

[1] Following common CEQA practice, "approved but not yet completed developments" are defined as developments approved but not yet completed at the time the notice of preparation (NOP) for the Draft EIR was published (CEQA Guidelines section 15125(a)).

[2] Similar to City of Milpitas EIRs, City of Fremont EIRs including the October 2008 Bayside Project DEIR treat "pending" (not yet approved) projects in Milpitas as part of their "Long-Term Cumulative" (2030) scenario.

In addition, as explained on DEIR p. 14-45, the DEIR 2030 Cumulative Conditions analysis used travel demand forecasts based on year 2030 land use data and roadway network assumptions, with local land use data refinements to reflect existing and pending land use characteristics in the Milpitas area. The VTA model includes two traffic analysis zones to represent the proximate area west of I-880 between SR-237 and Dixon Landing Road. The local 2030 land use data refinements consisted primarily of added network and zonal detail along McCarthy Boulevard, plus the changed land use characteristics proposed for the pending approximately 524,000-square-foot Bayside Market Place Shopping Center development proposal (aka, Creekside Project) which is located along the Fremont Boulevard extension north of Dixon Landing Road in Fremont. (The VTA travel demand model had previously assumed an industrial use of this site. For purposes of this McCarthy Ranch Mixed Use Project EIR cumulative impacts analysis, the model results were refined to reflect the currently pending 524,000 square-foot commercial shopping center proposal for this site.)

In completing the DEIR traffic analysis, it was specifically determined that the Fremont Tech Center Phase 1 and Phase 2 projects were both pending at NOP release, but were outside the McCarthy Ranch Mixed Use Project traffic study sphere due to isolation and distance--i.e., were located well away from the McCarthy Ranch project, on the opposite (east) side of the I-880 freeway, with no substantive effect on the operation of the roadway system serving the McCarthy Ranch project, or vice versa. This determination was verified by analysis (the common practice threshold test that was applied was whether either project would add 10 or more peak hour trips per travel lane at any of the study intersections; neither project would). However, the Fremont Tech Center Phase 1 and 2 projects are included in the 2030 Cumulative Conditions analysis, as described on DEIR page 14-46, second to last paragraph.

2.02 *Subject:* Transportation and Circulation--McCarthy Boulevard/Dixon Landing intersection

Comment: Revise the geometry of this intersection to include a future north leg (future Fremont Boulevard connection). The City of Fremont will provide AM and PM peak hour traffic volume data for the Fremont Boulevard southbound volumes and lane geometry from its Creekside Landing Development Project EIR under separate letter to the City of Milpitas.[1]

Response: As indicated in the previous response, the Creekside Landing Project and the associated Fremont Boulevard extension were pending rather than approved projects at the time the McCarthy Ranch DEIR NOP was released and were therefore not analyzed under Project Conditions. The pending Creekside Project and associated Fremont Boulevard extension were analyzed under Cumulative Conditions. As also indicated in the previous response, intersection geometry and levels of service are not analyzed for the 2030 Cumulative Conditions scenario, only roadway segments. The Creekside project, as well as the extension of Fremont Boulevard to Dixon Landing Road, were included in the 2030 Cumulative Conditions.

[1]The City of Fremont did not respond to the NOP for the McCarthy Ranch Mixed Use Project Draft EIR, which was submitted by the City of Milpitas on September 16, 2009.

As indicated in the previous response and on DEIR page 14-45, the 2030 VTA model run refinements incorporated into the travel demand forecasts for the McCarthy Ranch Mixed Use Project DEIR included the "north leg" of the McCarthy Boulevard/Dixon Landing Road intersection--i.e., the "Fremont Boulevard extension north of Dixon Landing Road in Fremont" and redistributed future trips accordingly.

2.03 *Subject:* Transportation and Circulation--I-680/Scott Creek intersection

Comment: The LOS analysis for this intersection should include project trips generated by the Creekside Landing (formerly Bayside Market Place) and Fremont Tech Center Phase 2 development.

Response: As explained in response to comments 2.01 and 2.02 above, the DEIR traffic analysis has adequately considered the Creekside Landing and Fremont Tech Center Phase 2 development projects.

The DEIR traffic analysis "study intersections" include the I-680 SB Ramps/Scott Creek Road and I-680 NB Ramps/Scott Creek Road intersections (study intersections 2 and 3). Following standard Milpitas and San Jose traffic analysis practice, the DEIR Existing Conditions, Background Conditions and Project Conditions scenario evaluations analyze study intersection LOS, and the DEIR 2030 Cumulative Conditions scenario evaluation analyzes study roadway segments. LOS analysis is therefore included in the DEIR for these two study intersections for Existing Conditions (LOS finding: A/A and A/A, respectively), Background Conditions (LOS finding: A/A and A/A, respectively) and Background Plus Project Conditions (LOS finding: A/A and A/A, respectively).

The Creekside Landing Project, which was pending at the time of NOP release for the McCarthy Ranch Mixed Use Project DEIR, is appropriately excluded from the Background Conditions and Project Conditions scenarios, and included in the DEIR 2030 Cumulative Conditions analysis. The DEIR evaluation of 2030 Cumulative Conditions without and with the project is limited to its effects on roadway segments, as explained in response to comments 2.01 and 2.02 above.

As also explained in response to comment 2.01 above, the effects of the Fremont Tech Center 2 project on DEIR study intersections was determined to be insignificant. That project is not expected to add more than 10 trips per lane to any of the McCarthy Ranch study intersections, including both I-680 intersections with Scott Creek Road under Project Conditions. Under Cumulative Conditions, the project is expected to add traffic to the local roadway network due to the Fremont Boulevard extension. The 2030 Cumulative Conditions analysis includes the Fremont Boulevard extension.

2.04 *Subject:* Transportation and Circulation--SB I-680/Scott Creek Road intersection

Comment: DEIR indication of zero for AM peak hour WB left turn movement highly unlikely.

Response: The existing traffic count conducted for this DEIR on June 19, 2007 at the SB I-680/Scott Creek Road intersection shows indeed zero westbound left turns during the AM peak hour, which the EIR traffic consultant agrees is highly unlikely. A separate analysis was therefore conducted in response to this comment for the SB I-

680/Scott Creek Road intersection using 86 westbound left turns (as being the existing traffic count as stated in the comment) during the AM peak hour. The results show that the additional 86 trips make little difference in the unsignalized intersection level of service. The intersection continues to operate at acceptable conditions during the AM peak hour.

2.05 *Subject:* Transportation and Circulation--SB I-680/Scott Creek Road and NB I-680/Scott Creek Road intersections

Comment: Include signal warrant analysis for these two intersections

Response: Signal warrant analyses were conducted as part of the DEIR traffic analysis for these two intersections--i.e., the intersections of SB I-680/Scott Creek Road and NB I-680/Scott Creek Road--under Project Conditions. The SB I-680/Scott Creek Road and NB I-680/Scott Creek Road intersection were referred to as, "the other two unsignalized study intersections," on DEIR page 14-41, second paragraph. They did not meet the signal warrants.

2.06 *Subject:* Transportation and Circulation--Fremont Boulevard/McCarthy Boulevard/ Dixon Landing Road intersection

Comment: This anticipated intersection modification incorporates the requirements for the planned north-south Bay Trail.

Response: Comment acknowledged.

2.07 *Subject:* Transportation and Circulation--DEIR has an obligation to acknowledge approved and pending projects

Comment: Past EIRs have neglected to include the Fremont Boulevard connection and Creekside Landing Project and have also failed to account for approved projects such as the current entitlement for industrial development of the Creekside Landing site. The approval under Development Agreement 92-1 authorizes a nine-lot industrial subdivision development with potential for 899,000 square feet similar in scale and type to what exists at Bayside Business park to the north.

Response: As explained in response to comments 2.01 and 2.03, the subject DEIR does include consideration of the Fremont Boulevard connection and the associated Creekside Landing Project.

Pursuant to CEQA Guidelines secs. 15082 (Notice of Preparation and Determination of Scope of EIR) and 15083 (Early Public Consultation), the EIR authors followed all CEQA-required early consultation requirements to ensure that all concerns of the City of Fremont with respect to the environmental effects of the project were addressed, including sending a Notice of Preparation for the McCarthy Ranch Mixed Use Project EIR to the City in mid-September 2008, and conducting a public Scoping Meeting for the EIR on October 15, 2008, which was properly noticed in the NOP. The City of Fremont did not respond to the September 2008 NOP within the CEQA-stipulated 30-day response period and did not attend the October 2008 Scoping Meeting. The City of Fremont submitted a letter to the City of Milpitas, dated October 28, 2008, after the close of the 30-day NOP period, for the stated purpose to "recount" "a number of email

correspondences with the consultant" about the topic of "approved and pending projects in southern Fremont in regards to the McCarthy Ranch EIR project," by re-listing all pending and approved Fremont projects in the project vicinity. The EIR authors fully considered and incorporated as appropriate all information from the list of "approved and pending projects for southern Fremont" identified in the October 28, 2009 letter. DA 92-1 was not identified by the City of Fremont in their October 2008 letter or in any other of the early consultations by the EIR authors with the City. The Background Conditions analysis in the Draft EIR adequately incorporates all approved projects reported by local jurisdictions in the project vicinity, including Fremont and San Jose, during the CEQA-recommended early public consultation process, consistent with CEQA Guidelines secs. 15082 and 15083. DA 92-1 was reported to the EIR authors for the first time in the City of Fremont's April 10, 2009 letter in response to the Draft EIR. The 2030 Cumulative Conditions modeling results for the without and with project scenarios correctly include the currently-pending 524,000 square-foot commercial shopping center use of the Bayside site. The extension of Fremont Boulevard to Dixon Landing Road, which is anticipated with the Bayside project, is also included in the 2030 Cumulative analyses.

The City of Milpitas will continue to consult with City of Fremont staff regarding the status of pending and approved development in the project vicinity and associated interjurisdictional roadway improvement needs as applications for future discretionary phases of the McCarthy Ranch Mixed Use project are submitted and considered.

sTL~TF OF CAI IFORNIA—EVSINF R TRANSFU mAL1QN A # } Ao?N 4allowS
UWARZENEGaxGOVERN*

DEPARTMENT OF TRANSPORTATION
P. O. BOX 23660
OAKLAND, CA 94623.0660
PHONE (510) 622-5491
FAX (510) 286-5559 TTY
711

Flex your power!
Be energy efficient!

April 14, 2009

SCL-237-8.92
SCL237179
SCH2008092082

Mr. Sheldon Ah Sing
City of Milpitas
455 E. Calaveras Blvd.
Milpitas, CA 95035

Dear Mr. Ah Sing:

McCarthy Ranch Mixed Use Project, Draft Environmental Impact Report (DEIR)

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the McCarthy Ranch Mixed Use Project. We have reviewed the DEIR and have the following comments to offer.

Traffic Forecasting

Page 14-32, Table 14.8 — Project Trip Generation Estimates **3.01**

1. All trip generation rates listed are based on SANDAG, but the AM and PM rates are not even applied in the calculations. Please explain why.

2. Also, a 25% reduction was applied to the retail use. Since the pass-by-reduction exceeding 15% is used, this should be discussed in the Traffic Impact Study (TIS). Please see the Departments' *"Guide for the Preparation of Traffic Impact Studies"* at the following website for more information: **3.02**
httn://vvww.dot.ca.gpv/hoitraffonsidevelonservioperationals ystertitis uide.pdf

3. Page 14 — 45: The project has significant and unavoidable impacts to Interstate (1) 880 at different locations. Please prepare and include the project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring for all mitigation measures. **3.03**

Should you have any questions regarding this letter, please call Jose L. Olveda of my staff at (510) 286-5535.

Sincerely,

LISA CARBONI
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan (State Clearinghouse)

3. Lisa Carboni, District Branch Chief, Local Development-Intergovernmental Review, Department of Transportation, State of California; April 14, 2009

3.01 *Subject:* Transportation and Circulation--project generation estimates

Comment: All trip generation rates listed are SANDAG based, but the AM and PM peak hour rates are not applied in the calculations; please explain why

Response: The SANDAG trip generation procedures provide daily trip rates by land use types based on the size of the development. For example, the SANDAG daily trip rate for Office Park uses is 12 trips per 1,000 square feet. The associated AM and PM peak hour rates are 13 percent of the daily rates or 0.13 X 12 = 1.56 trips per hour. The inbound/outbound split is 90 percent/10 percent for the AM and 20 percent/80 percent for the PM peak hour. The AM and PM peak hour trip generation volumes reported in DEIR Table 14.8 have been calculated accordingly.

3.02 *Subject:* Transportation and Circulation--retail use trip reduction

Comment: The 25 percent trip reduction for retail use that was applied in the analysis needs explanation

Response: According to Santa Clara Valley Transportation Authority guidelines (March 2004), pass-by rates should use Institute of Traffic Engineers (ITE) methodology and not exceed 30 percent for commercial uses. ITE publishes recommended pass-by rates in its *Trip Generation Handbook, Second Edition*. The recommended pass-by rate for Shopping Center (820) land uses is 34 percent during the PM peak hour. Since the retail portion of the project remains in the initial ("first tier") entitlement process, the specific retail uses that will ultimately be built have not yet been determined. Therefore, a 25 percent pass-by rate has appropriately been used, which is considered to be a conservative rate based on the existing VTA guidelines and ITE recommendations.

3.03 *Subject:* Transportation and Circulation--impacts on I-880

Comment: The project has significant unavoidable impacts on I-880. Please prepare and include project's fair share contribution, financing, scheduling and implementation responsibilities, including lead agency mitigation monitoring.

Response: The DEIR indicates that the Background Plus Project scenario would have significant unavoidable impacts on four of the ten segments of I-880 studied. Since there are no established improvement plans to increase the capacity of these impacted freeway segments, fair share contribution, financing, implementation responsibilities and monitoring of the “mitigation measure” cannot be established at this time. Determination of an appropriate broader mitigation program for anticipated cumulative future freeway operational impacts is being addressed as part of a Deficiency Plan now being formulated by City. See response to comment 7.08 herein for more discussion of this Deficiency Plan formulation effort.

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

tfit °Fen oo

CYNTHIA BRYANT
DIRECTOR

April 14, 2009

Sheldon S. Ah Sing
City of Milpitas
455 E. Calaveras Blvd.
Milpitas, CA 95035

Subject: McCarthy Ranch Mixed Use Project
SCH#: 2008092082

Dear Sheldon S. Ah Sing:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on April 13, 2009, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. **4.01**

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,.

Terry Roberts
Director, State Clearinghouse

Document Details Report
State Clearinghouse Data Base

SCH# 2008092082
Project Title McCarthy Ranch Mixed Use Project
Lead Agency Milpitas, City of

Type EIR Draft EIR

Description The project contemplates rezoning 9.34 Gres from Industrial Park to General Commercial, while assessing the environmental impacts of intensifying development on 49.2 acres in the Industrial P ▫ rk from .35 Floor Area Ratio to .50.

Lead Agency Contact

Name Sheldon S. Ah Sing
Agency City of Milpitas
Phone 408-586-3278 *Fax*
email
Address 455 E. Calaveras Blvd
City Milpitas *State* CA *Zip* 95035

Project Location

County Santa Clara
City Milpitas
Region
Lat/ Long 37° 2T 01" N / 121° 53' 23" W
Cross Streets McCarthy Boulevard, Dixon Landing Road
Parcel No. 022-29-036, 022-030-037, -039, -045
Township *Range* *Section* *Base*

Proximity to:

Highways 237, 1-880
Airports
Railways UPRR
Waterways Coyote Creek
Schools
Land Use MP(Industrial Park)/Industri I Park

Project Issues AestheticNisual; Agricultur ▫ I Land; Air Quality; Biological Resources; Archaeologic-Historic; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Landuse; Noise; Public Services; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid W ▫ ste; Toxic/Hazardous; Traffic/Circul ▫ tion; Vegetation; Water Quality; W ▫ ter Supply; Wetland/Riparian; Wildlife

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Reviewing Agencies Resources Agency; Dep rtment of Conservation; Department of Fish and G ▫ me, Region 3; Office of Historic Preservafion; Department of Parks and Recreation; San Francisco Bay Consery ▫ tion and Development Commission; Department of Water Resources; Caltr ▫ ns, District 4; Department of Food and Agriculture; State W ▫ ter Resources Control Board, Division of Water Rights; Regional Water Quality Control Bo ▫ rd, Region 2; N ▫ tive American Heritage Commission

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Date Received 02/26/2009 *Start of Review* 02/26/2009 *End of Review* 04/13/2009

Note: Blanks in data fields result from insufficient information provided by lead agency.

4. Terry Roberts, Director, State Clearinghouse, State Clearinghouse and Planning Unit, Governor's Office of Planning and Research, State of California; April 14, 2009

4.01 *Subject:* State Clearinghouse review requirements

Comment: Letter acknowledges that City has complied with State Clearinghouse requirements for draft environmental documents, pursuant to CEQA.

Response: Comment acknowledged. No further response is required.

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5750 ALMADEN EXPWY
SAN JOSE, CA 95118-3686
TELEPHONE (408) 265-2600 FACSIMILE (408) 266-0271 www.valleywafer.org
AN EQUAL OPPORTUNITY EMPLOYER

File: 31947
Coyote Creek

April 15, 2009

Mr. Sheldon S. Ah Sing
Milpitas Planning Division
City of Milpitas
455 E. Calaveras Blvd.
Milpitas, CA 95035

Subject: Draft Environmental Impact Report (DEIR) for the McCarthy Ranch Mixed Use Project, State Clearinghouse #2008092082

Dear Mr. Ah Sing:

The Santa Clara Valley Water District (District) has reviewed the subject document, received March 4, 2009.

The project is not located on District property or easement, nor does it directly affect a District owned or operated facility. However, it is located next to Coyote Creek. Although a District construction/encroachment permit may not be required for the project, the project should be designed consistent with the "Guidelines and Standards for Land Use near Streams" developed by the Water Resources Protection Collaborative. This document is available under the Permits heading in the Business & Permits section of the District's website at www.valleywater.org. **5.01**

Levees located along the westerly property lines protect the surrounding area in the event of a 100-year flood. With increased scrutiny by the US Army Corps of Engineers (Corps), the District has been tasked to work with the community/cities to ensure the integrity of the levee is not compromised by adjacent developments. Plans should be sent when available to the District for review for consistency with the Corps' Engineering Manual. **5.02**

For levee safety and maintenance purposes, the District requests a dedication of a minimum 15-foot wide easement along the toe of the levee at each project location. The District also requests a dedication of an ingress/egress easement through the project site to access the aforementioned 15-foot wide easement. Please contact the District for any questions or discussions on these requests. **5.03**

There are existing poles and overhead utility lines located within the project vicinity and on the District's adjacent levee. These poles and lines need to be relocated off of the District's **5.04**

property with the development of the project sites. Removal of the poles and lines located within the District's property will require an encroachment permit in accordance with the District's Water Resources Protection Ordinance.

Page 10-5, "Project Flood Exposure Impacts" mentions that if the levee were to fail, the three sites would experience flood waters of less than one foot based on the FEMA Zone X designation. However, the Zone X designation does not imply that the levee must fail for flooding to be less than one foot. Please revise accordingly. **5.05**

Page 10-6, "Project Storm Drain Impacts" mentions that no significant impact has been identified and no mitigation is necessary. However, there are existing culverts that drain the agricultural areas through the levees towards the west side of the levee. These culverts need to be removed as the area is developed. All storm water runoff should be collected and distributed to the city's storm drain system. **5.06**

Page 10-7 mentions sedimentation in Coyote Creek which could increase short-term turbidity levels, water temperature, and biotic productivity. Please specify how the potential sedimentation will increase water temperature. It also mentions that increased creek sedimentation could hasten the need for channel dredging. The potential for channel dredging could be a significant impact. Please revise accordingly. **5.07**

Post-construction water quality mitigation needs to be implemented. The design of the project area should incorporate water quality mitigation measures such as those found in the "Start at the Source-Design Guidance Manual for Stormwater Quality Protection," prepared for the Bay Area Stormwater Management Agencies Association. **5.08**

To prevent pollutants from construction activity, including sediments, from reaching Coyote Creek, please follow the Santa Clara Urban Runoff Pollution Prevention Program's recommended Best Management Practices for construction activities, as contained in "Blueprint for a Clean Bay," and the "California Storm Water Best Management Practice Handbook for Construction."

Page 10-8, "Project Groundwater Impacts" mentions that groundwater supplies would not be used and therefore "no significant impact has been identified." However, Page 13-1, 13.1.1, "(a) Existing and Protected Water Supply" mentions that two wells will be available for emergency and supplemental purposes as necessary. Please revise accordingly. **5.10**

In accordance with the District Ordinance 90-1, the owner should show any existing well(s) on the plans. If a well is located on the site during construction activities, it must be protected or properly destroyed in accordance with the District's standards. Property owners or their representatives should call the Wells and Water Production Unit at (408) 265-2607, extension 2660, for more information regarding well permits and registration or destruction of any wells. **5.11**

Please reference File No. 31947 on further correspondence regarding the project.

Should you have any questions, please give me a call at (408) 265-2607, extension 2494 or email me at THipolAvalleywater.org.

Sincerely,

Theodore) r

Theodore Hipol
Assistant Engineer
Community Projects Review Unit

cc: Mr. Babak Kaderi
City of Milpitas
455 E. Calaveras Blvd
Milpitas, CA 95035

S. Tippets, S. Yung, T. Hipol, M. Martin, M. Silva, V. Stephens, J. Castillo, S. Katric, L. Lee, D. Duran, D. Adams, File

31947 51772th04-15

5. Theodore Hipol, Assistant Engineer, Community Projects Review Unit, Santa Clara Valley Water District; April 15, 2009

5.01 *Subject:* Project Coyote Creek relationship--land use near streams

Comment: The project is located next to Coyote Creek, and should therefore be designed consistent with the "Guidelines and Standards for Land Use Near Streams" developed by the Water Resources Protective Collaborative.

Response: The subject EIR is a "first tier" environmental document describing the environmental implications of a request for a General Plan and zoning change. Specific development plans and designs for the three project sites have not yet been formulated. The City will consider this comment in its deliberations regarding applicable future discretionary approvals for development of each of the three project sites--e.g., in reviewing anticipated detailed project site and landscape plans, subdivision tentative map(s), parcel map(s), and associated engineering specifications (including storm drainage details), if and when such more detailed applications come before the City.

5.02 *Subject:* Hydrology and Water Quality--adjacent levee

Comment: To ensure that the integrity of the adjacent Coyote Creek levee is not compromised by the project plans, the project plans should be sent to the Santa Clara Valley Water District for review for consistency with the U.S. Army Corps of Engineers Engineering Manual.

Response: See response to comment 5.01 above.

5.03 *Subject:* Hydrology and Water Quality--adjacent levee

Comment: For levee safety and maintenance purposes, the District requires dedication of a minimum 15-foot wide easement along the toe of the levee at each project location. The District also requests dedication of an ingress/egress easement through the project site to access the aforementioned 15-foot wide easement.

Response: See response to comment 5.01. The City and applicant have made substantial land dedications to the District in the recent past along the west edge of the three project sites to establish the current Coyote Creek Open Space Corridor dedication, provide for levee improvements within the corridor, and provide for associated development setback, maintenance access, and public access needs.

5.04 *Subject:* Hydrology and Water Quality--adjacent levees

Comment: There are existing poles and overhead utility lines located within the project vicinity on the adjacent levee. These poles and lines would need to be relocated with development of the project sites. Removal of the poles and lines would require an encroachment permit from the District

Response: There is no current or anticipated future proposal by the project applicant to relocate these poles and lines, which lie outside the boundaries of the three project sites.

5.05 *Subject:* Hydrology and Water Quality--flood exposure impacts

Comment: DEIR page 10-5 mentions that if the levee were to fail, the three sites would experience flood waters of less than on foot based on the FEMA Zone X designation. However, the Zone X designation does not imply that the levee must fail for flooding to be less than one foot. Please revise accordingly.

Response: The comment is acknowledged. DEIR page 10-5 has been revised accordingly. Please see revised version of DEIR pages 10-5 and 10-6 in section 3, Revisions to the Draft EIR, herein.

5.06 *Subject:* Hydrology and Water Quality--project storm drain impacts

Comment: There are existing culverts on the property that drain the agricultural areas through the levees to the west side of the levee. These culverts would need to be removed as the area is developed. All stormwater runoff should be collected and distributed to the City's storm drain system.

Response: See response to comment 5.01.

One such culvert is located within the project site, which may ultimately be removed. The DEIR evaluation of storm drainage impacts is based on the assumption that all stormwater runoff from the project sites would be collected and distributed to the City's existing stormwater collection system main and catch basins along McCarthy Ranch Boulevard. As indicated on DEIR page 10-6, the existing stormwater collection system in the McCarthy Ranch Master Plan area, including the storm drainage main and associated catch basins along McCarthy Ranch Boulevard, has been designed and sized to accommodate full buildout of the three project sites and adjacent areas under the existing MP (Industrial Park) zoning designation, with drainage characteristics (i.e., runoff coefficients) similar to the project-proposed office park and community commercial uses.

5.07 *Subject:* Hydrology and Water Quality--Coyote Creek Sedimentation

Comment: DEIR mentions on page 10-6 that sedimentation in Coyote Creek could increase short-term turbidity levels, water temperature and biotic productivity. Please specify how potential sedimentation would increase water temperature. The DEIR also mentions that increased creek sedimentation could hasten the need for channel dredging. The potential for channel dredging could be a significant impact. Please revise accordingly.

Response: It is a generally accepted fact that sedimentation can result in increased solar energy absorption and resulting increased water temperature.

The DEIR, under Impact 10-1, Project Temporary (Construction Period) Water Quality Impact, describes possible hastening of the need for channel dredging as part of Impact 10-1. The DEIR indicates that implementation of DEIR Mitigation 10-1 would reduce this potential impact (increased sedimentation effects) to a less-than-significant level. No additional mitigation is necessary to prevent significant hastening of the need for channel dredging.

5.08 *Subject:* Hydrology and Water Quality--post-construction water quality mitigation implementation needs

Comment: The design of the project should incorporate water quality mitigation measures (example identified).

Response: See response to comment 5.01.

Project-related post-construction water quality impacts are addressed on DEIR pages 10-6 through 10-7 under "Project Long-Term Water Quality Impacts." The DEIR indicates here that, with completion of construction, all project-disturbed areas would be stabilized underneath the new buildings, pavement, and landscaping. As a result, the threat of long-term erosion or increased turbidity and sedimentation from project development would be less-than-significant. Project implementation would add and/or replace more than 10,000 square feet of impervious surface area on the three project sites, and therefore must comply with City of Milpitas Stormwater C.3 requirements and the SWRCB NPDES permit issuance requirement. In order to meet these C.3 and NPDES requirements, the project would be required to include a set group of standard "best management practices" (BMPs) routinely required by the City to reduce runoff pollutant loads. Following standard City practice, the project applicant would be required to provide the City's Engineering Division with a grading and drainage plan incorporating these requirements and BMPs to City satisfaction as a condition of approval. These "BMP"s could include some or all of those listed in this comment.

5.09 *Subject:* Hydrology and Water Quality--project sedimentation impacts on Coyote Creek

Comment: To prevent pollutants from construction activity, including sediments, from reaching Coyote Creek, please follow the Santa Clara Urban Runoff Pollution Prevention Program's recommended Best Management Practices for construction activities, as contained in "Blueprint for a Clean Bay," and the "California Storm Water Best Management Practice Handbook for Construction.

Response: As indicated in the DEIR under Mitigation 10-1 for "Project Temporary (Construction period) Water Quality Impacts," on DEIR page 10-8, the developer of each of the three project sites would be responsible for incorporating Start at Source stormwater control measures to the satisfaction of the City Engineer. In response to this comment, the description here on DEIR page 10-8 of possible construction storm water pollution control measures formulation has been revised to include reference to the two possible runoff pollution prevention measure recommendation sources. This revision to DEIR page 10-8 is included in section 3, Revisions to the Draft EIR, herein.

5.10 *Subject:* Hydrology and Water Quality--project groundwater impacts

Comment: The DEIR mentions on page 10-8 that no groundwater supplies would be used and therefore "no significant impact has been identified." However, DEIR page 13-1 mentions two wells available for emergency and supplemental purposes as necessary. Please revise accordingly.

Response: The two referenced statements are not inconsistent. The referenced text on page 10-8 specifically refers to groundwater as "a source of drinking water." Nevertheless, in response to this comment, DEIR page 10-8 has been revised to clarify that the sentence, like the paragraph within which it occurs, refers to groundwater supply for "domestic" use. This revision to DEIR page 10-8 is included in section 3, Revisions to the Draft EIR, herein.

5.11 *Subject:* Hydrology and Water Quality--onsite wells

Comment: In accordance with the District's Water Resources Protection Ordinance 90-1, the owner should show any existing well(s) on the plans. If a well is located on the site during construction activities, it must be protected or properly destroyed in accordance with District standards.

Response: Comment acknowledged. See response to comment 5.01.

April 17, 2009

Sheldon S. Ah Sing, Senior Planner
City of Milpitas, Planning Division
455 East Calaveras Boulevard
Milpitas, CA 95035

Re: **DRAFT ENVIRONMENTAL IMPACT REPORT**
MCCARTHY RANCH MIXED USE PROJECT

Dear Mr. Ah Sing,

The Santa Clara County Open Space Authority (Authority) appreciates the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the McCarthy Ranch Mixed Use Project. We have the following comments for consideration, consistent with the goals of the Open Space Authority's Five Year Plan.

The proposed project is within an Authority Priority Study Areas, identified as the "Baylands – Study Area. One of the goals of the Authority is to provide or **6.01**
support non-motorized trail connections between open space lands of regional significance, or between urban area and open space lands. The proposed project area has a high potential for trail connectivity to adjacent recreational lands.

As affirmed in this DEIR, the Santa Clara Valley Water District owns the Coyote Creek Open Space and Flood Control Corridor that adjoins the west edge of the project sites, of which the existing Coyote Creek Trail/San Francisco Bay Trail segment is located. The applicant and the City of Milpitas should consider collaborative efforts to enhance the accessibility of this existing Bay Trail segment from the proposed project sites.

The Authority encourages the City of Milpitas to apply for funding through the **6.02**
Authority's 20% Funding Program available to the City of Milpitas as a participating jurisdiction. The funding can help to enhance the proposed recreational element within the proposed project by planning/providing access to the Bay Trail segment. For more information on the Authority's 20% Funding Program please visit our website at www.openspaceauthority.org.

Thank you for the opportunity to comment on the DEIR. If you have questions regarding these comments, please contact me at 408-224-7476, ext. 26 or via email at rsantos@openspaceauthority.org.

Rachel Santos
Open Space Planner

Cc: Pat Congdon, General Manager, Santa Clara County Open Space Authority

6. Rachel Santos, Open Space Planner, Santa Clara County Open Space Authority; April 17, 2009

6.01 *Subject:* Open Space and Trails

Comment: The proposed project has a high potential for trail connectivity to adjacent recreational lands. The existing Coyote Creek Trail/San Francisco Bay Trail is located within the adjacent Coyote Creek Open Space Corridor. The applicant and City should consider collaborative efforts to enhance the accessibility of this existing Bay Trail segment from the proposed project sites.

Response: The Coyote Creek Open Space Corridor and associated improvements within the corridor, including the existing paved trail improvements (Coyote Creek Trail/Bay Trail segment) along the top of the levee, were implemented with the assistance of the City and the applicant (McCarthy Ranch). The current project application is limited to a requested General Plan and zoning map change. Design details for future development of the project site, including site and landscape plans, internal circulation plans, tentative map(s), etc. have not yet been formulated. The comment will be considered by the City in its required subsequent deliberations on future discretionary subdivision map(s), parcel map(s), site plan and landscape plan, and other more detailed applications that will be necessary to carry out development of the project sites.

6.02 *Subject:* Open Space and Trails

Comment: The Authority encourages the City to apply for funding through the Authority's 20% Funding Program (City is a program-participating jurisdiction) to help enhance the proposed recreation element within the proposed project by planning/ providing access to the Bay Trail segment.

Response: The "project" as described in the DEIR does not include a proposed recreation element. The Coyote Creek Open Space Corridor adjacent to the three project sites and associated Coyote Creek Trail/Bay Trail segment atop the Coyote Creek levee were implemented with the assistance of the City and the applicant (McCarthy Ranch). Future phases of the proposed project will be required to comply with any and all applicable City-adopted recreation provision requirements.

SANTA CLARA
Valley Transportation Authority

April 17, 2009

City of Milpitas
Planning Division
455 East Calaveras Boulevard
Milpitas, CA 95035-5479

Attention: Sheldon Ah Sing

Subject: McCarthy Ranch Mixed Use

Dear Mr. Sing:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft EIR for over 1 million square feet of office use and commercial uses on 58.5 acres on North McCarthy Boulevard between SR 237 and Dixon Landing Road. We have the following comments.

Air Quality and Climate Change - Mitigation 5-2:

VTA supports the inclusion of this mitigation measure as a way of addressing both the air quality and transportation/congestion impacts of the proposed project. We request that the City require these items, including the project-provided or fair share contribution to shuttle service to regional transit stations, as a Condition of Approval of the project. As noted in the DEIR, VTA's local bus Line 33 runs on McCarthy Boulevard just south of the project site; there may be an opportunity for this project and other developments within the McCarthy Ranch Master Plan area to develop a financial partnership to help fund community or local bus service. We request that the City track this shuttle/transit requirement in its mitigation monitoring for the project, and consult with VTA as the project moves towards implementation. 7.01

Transportation/Circulation - Site Design:

VTA recommends that as the design for this project progresses, consideration should be given to transit-, pedestrian-, and bicycle-friendly design principles. This should specifically include how the commercial development on Parcel C will accommodate transit vehicle circulation (whether for shuttles, local buses or community buses). VTA's *Community Design & Transportation Manual* is a valuable reference regarding how to incorporate transit accommodations into the site design, as well as other transit, pedestrian and bicycle-friendly design guidelines. We request that the developer and the City consult with VTA on incorporating transit into the design as the project moves towards implementation. 7.02

It should be noted that there are also bus stops located along McCarthy Boulevard in the project area that were installed but have not yet been used. These bus stops should be preserved for future use in the case that bus or shuttle service runs service in this direction along McCarthy Boulevard. 7.03

Trip Distribution

Figure 14.7 Project Trip Distribution: Please provide the distribution factor on Dixon Landing. 7.04

Railroad Crossing at Dixon Landing and Warm Springs Blvd

There are over 1700 east bound vehicles at Dixon Landing/Warm Springs Blvd intersection. Please include traffic analysis to show whether if a grade separation over the railroad is warranted. 7.05

Immediate Implementation Action List

The Draft EIR notes that the project will cause significant freeway impacts as well as air quality and climate change impacts. In this case, as noted in the Immediate Implementation Action List in Appendix D of VTA's *TIA Guidelines,* the project should undertake Transportation Demand Management (TDM) measures aimed at reducing the number of vehicle trips generated by the project. Such TDM measures can include: 7.06

- Parking Cash-Out
- Direct or Indirect Payments for Taking Alternate Modes
- Transit Fare Incentives such as Eco Pass and Commuter Checks
- Employee Carpool Matching
- Vanpool Program
- Preferentially Located Carpool Parking
- Bicycle Lockers and Bicycle Racks
- Showers and Clothes Lockers for Bicycle Commuters
- On-site or Walk-Accessible Employee Services (day-care, dry-cleaning, fitness, banking, convenience store)
- On-site or Walk-Accessible Restaurants
- Guaranteed Ride Home Program
- Carsharing

Project Impacts and Mitigations (Impact 14-6/Mitigation 14-6.— Project Impact on Freeway Segments) 7.08

.The Draft EIR indicates that the project would cause significant increases in traffic volumes of more than 1% of freeway capacity on the four identified freeway segments. The Draft EIR also indicates that the mitigation measures to increase the roadway capacity in this area not feasible and would be unreasonable to request an individual development project to bear responsibility for such extensive transportation system improvements; therefore the traffic impacts are deemed significant and unavoidable. VTA's current Traffic Impact Analysis Guidelines states that if a project causes transportation impacts that cannot meet that a deficiency plan must be provided. As the City of Milpitas is in the process of developing its deficiency plan, VTA recommends that

the City of Milpitas consider requesting the project developer to provide a fair share contribution to the SR 237/1-880 Express Connectors project as a mitigation measure. The SR 237/1-880 Express Connectors project is located within the impacted freeway segments indicated in the DEIR. The SR 237/1-880 Express Connectors project is listed in the approved Countywide Transportation Plan also known as VTP 2035 and is currently is in the preliminary engineering and environmental documentation phase. The project is scheduled for completion in the fall of year 2010.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

Roy Molseeu
Senior Environmental Planner

RM:kh

cc: Samantha Swan, VTA

MLO807

7. Roy Molseed, Senior Environmental Planner, Santa Clara Valley Transportation Authority; April 17, 2009

7.01 *Subject:* Air Quality and Climate Change--Mitigation 5-2 (Project Long-Term Regional Air Emissions Impact)

Comment: VTA supports inclusion of this mitigation and requests that the City require the items suggested. In particular, as noted in the DEIR, VTA local bus Line 33 runs on McCarthy Boulevard just south of the project site; there may be an opportunity for this project and other developments within the McCarthy Ranch Master Plan area to develop a financial partnership and help fund community or local bus service. VTA requests that the City track this shuttle/transit requirement it its mitigation monitoring for the project, and consult with VTA as the project moves towards implementation.

Response: The City will consider these recommendations in the future discretionary deliberations that will be required for this project as its design progresses. This specific request for the City and the developer to consult with the VTA on incorporating transit-, pedestrian-, and bicycle elements into the design as the project moves toward implementation has been forwarded to the City of Milpitas Director of Planning for consideration.

7.02 *Subject:* Transportation and Circulation--project site design

Comment: VTA recommends that, as the project design progresses, consideration be given to transit-, pedestrian- and bicycle-friendly design principles. The comment suggests this should include how development of project Site C will accommodate transit vehicle circulation. A specific VTA manual is referenced for guidance in formulating future project transit accommodations.

Response: Please see response to comment 7.01 above. The City will consider these recommendations in the future deliberations that will be required for this project as its design progresses.

7.03 *Subject:* Transportation and Circulation--nearby bus stops

Comment: It should be noted that there are also bus stops located along McCarthy Boulevard in the project area that were installed but are not yet used. These bus stops should be preserved for future use in the case that future bus or shuttle service runs are established along the project direction of McCarthy Boulevard

Response: Please see response to comment 7.01 above. The City will consider these recommendations in the future deliberations that will be required for this project as its design progresses.

7.04 *Subject:* Transportation and Circulation--Trip Distribution

Comment: Please provide a trip distribution factor for Dixon Landing Road.

Response: No specific trip distribution was allocated to Dixon Landing Road for purposes of the DEIR transportation impact analysis. It is expected, however, that project-related drivers will utilize Dixon Landing Road when coming from points east or

north of the project. It is estimated that about 15 percent of project office trips and 19 percent of project shopping (retail) trips would utilize Dixon Landing Road.

7.05 *Subject:* Transportation and Circulation--railroad crossing at Dixon Landing Road/Warm Springs Boulevard

Comment: There are over 1,700 east-bound vehicles at the Dixon Landing/Warm Springs Boulevard intersection. Please include a traffic analysis to show whether a grade-separation over the railroad is warranted.

Response: According to the *Railroad-Highway Grade Crossing Handbook - Revised Second Edition August 2007*, an at-grade highway-rail grade crossing should be considered for grade separation or otherwise eliminated across the railroad right of way whenever one or more of the following conditions exist:

The highway is a part of the designated Interstate Highway System.
i. The highway is otherwise designed to have full controlled access.
iii. The posted highway speed equals or exceeds 113 km/hr. (70 mph).
iv. AADT exceeds 100,000 in urban areas or 50,000 in rural areas.
v. Maximum authorized train speed exceeds 177 km/hr. (110 mph).
vi. An average of 150 or more trains per day or 300 million gross tons per year.
vii. An average of 75 or more passenger trains per day in urban areas or 30 or more passenger trains per day in rural areas.
viii. Crossing exposure (the product of the number of trains per day and AADT) exceeds 1 million in urban areas or 250,000 in rural areas; or
ix. Passenger train crossing exposure (the product of the number of passenger trains per day and AADT) exceeds 800,000 in urban areas or 200,000 in rural areas.
x. The expected accident frequency for active devices with gates, as calculated by the U.S. DOT Accident Prediction Formula including five-year accident history, exceeds 0.5.
xi. Vehicle delay exceeds 40 vehicle hours per day.

The UPRR tracks at this location are being used by only a few freight trains per day. Based on the criteria listed above, the existing at-grade railroad crossing at Dixon landing road would not warrant improvement to provide a grade separation, with or without the project.

7.06 *Subject:* Transportation and Circulation--Immediate Implementation Action List

Comment: The DEIR indicates that the project will cause significant freeway impacts as well as significant air quality and climate change impacts; the project should undertake Transportation Demand Management (TDM) measures aimed at reducing the number of vehicular trips generated by the project. (The comment includes a listing of what these TDM measures should include.)

Response: The City will fully consider these VTA-listed TDM measures in its required future discretionary actions on this project. The DEIR identifies a significant Background Plus Project Conditions scenario impact on four of the ten study freeway intersections evaluated. The DEIR does not identify a significant year 2030 cumulative-plus-project impact on study freeway segments (see DEIR Table 14.3).

Although the DEIR transportation consultant (Hexagon Transportation Consultants) concurs that implementation of the listed TDM measures could reduce the project's vehicular traffic, these measures would not eliminate the traffic impacts on the freeway segments. The recommendation that the project should undertake TDM measures aimed at reducing the number of vehicle trips generated by the project has been forwarded to the City of Milpitas Director of Planning for consideration.

7.08 *Subject:* Transportation and Circulation--project impact on freeway segments

Comment: Under Impact and Mitigation 14-6 (Project Impact on freeway Segments), the DEIR indicates that the project would cause significant increases in traffic volumes of more than 1 percent of freeway segments on four identified freeway segments. The DEIR also indicates that mitigation measures to increase the roadway capacity in this area are not feasible and it would be unreasonable to request an individual project to bear responsibility for such extensive freeway improvements. VTA's currently Traffic Impact Analysis Guidelines states that if a project causes transport impact that it cannot meet, that a deficiency plan must be provided. As the City of Milpitas is in the process of developing a deficiency plan, VTA recommends that the City consider requesting project developer fair share contribution to the SR 237/I-880 Express Connectors project which is located within the impact freeway segments indicated in the DEIR.

Response: The City will consider these recommendations in the future deliberations that will be required for this project as its design progresses. The City is in the process of developing a Deficiency Plan to identify future transportation deficiencies and develop a program to either fix the deficiencies or implement other, additional improvements to offset identified deficient freeway facilities. In order to establish impact fees to contribute to funding specific transportation improvement projects, such as the SR237/I-880 Express Connectors project, a nexus analysis would need to be conducted to identify and prioritize transportation improvements projects within the City and identify the appropriate fees and fee mechanisms to fund to the costs of these improvement projects. Until the Deficiency Plan has been completed and adopted, impact fees for specific projects cannot be established.

3. REVISIONS TO THE DRAFT EIR

The following section includes all revisions to the Draft EIR made in response to comments received during and immediately after the Draft EIR public review period. All text revisions are indicated by a "|" in the left margin next to each revised line. All of the revised pages supersede the corresponding pages in the February 2009 Draft EIR. None of the criteria listed in CEQA Guidelines section 15088.5 (Recirculation of an EIR Prior to Certification) indicating the need for recirculation of the February 2009 Draft EIR has been met as a result of the revisions which follow. In particular:

no new significant environmental impact due to the project or due to a new mitigation measure has been identified;

no substantial increase in the severity of an environmental impact has been identified; and

no additional feasible project alternative or mitigation measure considerably different from others previously analyzed in the Draft EIR has been identified that would clearly lessen the significant environmental impacts of the project.

permit requirements applicable to the project were described in previous section 10.1.5, Local Water Quality Control, of this EIR chapter.

10.3 IMPACTS AND MITIGATION MEASURES

10.3.1 Significance Criteria

Based on current CEQA Guidelines, the project would be considered to have a significant hydrology or water quality impact if it would:[1]

(a) Violate any water quality standards or waste discharge requirements;

(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);

(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 siltation on- or off-site;

(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;

(e) 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;

(f) Otherwise substantially degrade water quality;

(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;

(h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows;

(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;

(j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow.

10.3.2 Impacts and Mitigations

Project Flood Exposure Impacts. The three project sites are separated from (outside) the FEMA-designated Coyote Creek 100-year flood zone by the adjacent Coyote Creek levee.

[1] CEQA Guidelines, Appendix G, items VIII(a, c-f, and i) and IX(b).

The three project sites are located within a FEMA-designated Flood Zone X, defined as areas protected by levees from a 100-year flood, the 500-year flood hazard zone, or a 100-year flood zone with water depths of less than one foot or with drainage areas of less than one square mile.

The City of Milpitas Municipal Code requires all new buildings within a Special Flood Hazard Area (SFHA) to have the lowest floor elevation (excluding garages) flood proofed or raised a minimum of one foot above the base flood elevation. The proposed project must comply with this City requirement as a condition of future grading plan and construction approvals. Therefore, the proposed project would not expose persons and property to significant flood impacts and will not impede flood flows across the site, and the project flood exposure impact is ***less than significant***.

Mitigation. No significant impact has been identified; no mitigation is necessary.

Project Storm Drainage Impacts. The three project sites are currently primarily occupied by cultivated, permeable cropland with limited impervious areas (i.e., a limited number of buildings and minimal paved areas). Future development of the three sites would replace the existing cultivated agricultural land with impermeable urban surfaces, and would thereby contribute to anticipated cumulative increases in the rate and volume of stormwater runoff into the local municipal storm drainage system. Anticipated that future development of the three project sites as proposed with office park and community commercial uses would result in approximately 80 to 90 percent of the three sites being covered with impervious surfaces such as buildings, surface parking areas and other hardscape. The remaining 10 to 20 percent of the site area would be covered by landscaping and other impervious surfaces. The existing stormwater collection system in the McCarthy Ranch Master Plan area, including the storm drainage main and associated catch basins along McCarthy Ranch Boulevard, have been designed and sized to accommodate full buildout of the three project sites and adjacent areas under the existing MP (Industrial Park) zoning designation, with drainage characteristics (i.e., runoff coefficients) similar to the project-proposed office park and community commercial uses. Therefore, under the City's currently-adopted standard conditions of approval pertaining to stormwater drainage, the proposed project would have a ***less-than-significant*** impact on the capacity of the local storm drainage collection and discharge system.

Mitigation. No significant impact has been identified; no mitigation is necessary.

Project Long-Term Water Quality Impacts. With completion of construction, all project-disturbed areas would be stabilized underneath the new buildings, pavement, and landscaping. As a result, the threat of long-term erosion or increased turbidity and sedimentation from project development would be less-than-significant. Project implementation would add and/or replace more than 10,000 square feet of impervious surface area to the three project sites, and therefore must comply with the City of Milpitas Stormwater C.3 requirements and the SWRCB NPDES permit issuance requirement. In order to meet these C.3 and NPDES requirements, the project would be required to include a set group of standard "best management practices" (BMPs) routinely required by the City to reduce runoff pollutant loads. Following standard City practice, the project applicant would be required to provide the City's Engineering Division with a grading and drainage plan incorporating these requirements and BMPs to City satisfaction as

Mitigation 10-1: continued:

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 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.

Implementation of these measures would reduce the construction-related soil erosion and sedimentation impacts to a ***less-than-significant level***.

The developer of each of the three project sites and the developer's civil engineering consultant(s) would be responsible for incorporating *Start at the Source* stormwater control measures to the satisfaction of the City Engineer. The Santa Clara Valley Water District has requested that in order to prevent pollutants from construction activity, including sediments, from reaching Coyote Creek, the preparer of the SWPPP should follow the Santa Clara Urban Runoff Pollution Prevention Program's recommended Best Management Practices for construction activities, as contained in "Blueprint for a Clean Bay," and the "California Storm Water Best Management Practice Handbook for Construction."

The developer would also be responsible for filing a Notice of Intent with the State Water Resources Control Board to obtain an NPDES General Permit. The Milpitas Public Works Department Engineering Division would be responsible for confirming that the applicant had filed the Notice of Intent and for reviewing the SWPPP approved by the state. The project developer would be required to fully implement the erosion control and other water quality measures cited in the SWPPP and to monitor these measures during a specified period following completion of project construction. The RWQCB would be responsible for inspecting these measures, while the project developer 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 measures that would eventually become part of the maintained infrastructure of the project, including source control and water quality treatment measures.

Project Groundwater Impacts. Groundwater in the project vicinity does not provide a source of drinking water. Water supply for the project would be provided by the City of Milpitas, and groundwater supplies would not be used. Therefore, the proposed new development would not result in new significant impacts to groundwater supply or recharge.

Mitigation. No significant impact has been identified; no mitigation is required.

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4. MITIGATION MONITORING AND REPORTING

4.1 MITIGATION MONITORING REQUIREMENTS

CEQA section 21081.6 of the Public Resources Code requires all public agencies to adopt reporting or monitoring programs when they approve projects subject to environmental impact reports or mitigated negative declarations. A mitigation monitoring and reporting program is therefore required for implementation subsequent to certification of the McCarthy Ranch Mixed Use Pro | ect EIR. Most of the environmental mitigation needs that have been identified in the EIR are subject to effective monitoring through the City's normal discretionary development review and approval procedures, as well as during associated plan check and field inspection procedures. However, to satisfy CEQA statute section 21081.6 and CEQA Guidelines section 15097 (Mitigation Monitoring and Reporting), a documented record of implementation is necessary.

4.2 MITIGATION MONITORING CHECKLIST FORMAT

The attached Mitigation Monitoring Checklist includes individual columns for identifying the following, pursuant to CEQA Guidelines section 15097:

4.2.1 Identified Impact

This column includes each identified significant adverse impact as it is described in the EIR summary table (Table 2.1 in EIR chapter 2).

4.2.2 Related Mitigation Measure (Performance Criteria)

This column includes each mitigation measure as it is described in the EIR summary table (Table 2.1 in EIR chapter 2).

4.2.3 Monitoring

This column describes (1) the "implementation entity" responsible for carrying out each mitigation measure (e.g., the applicant, City or another public agency); (2) the "type of monitoring action" required (e.g., condition of anticipated future individual discretionary project approvals necessary to permit construction on one or more of the three project sites, established construction-period inspection procedures or, if these are not sufficient, specialized monitoring procedures); (3) specific implementation timing requirements (e.g., at the completion of a particular future individual project development review or construction phase, prior to individual future development project occupancy, or when some other specific threshold is reached); and (4) the "monitoring and verification entity" responsible for performing the monitoring of each mitigation (e.g., the City, another public agency, or some other entity).

4.2.4 Verification

The verification column provides a space for the signature and date of the "monitoring and verification" entity when a monitoring milestone is reached.

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.

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
AIR QUALITY AND CLIMATE CHANGE						
Impact 5-1: Project Demolition and Construction Period Emissions. 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 *Industrial Park and Manufacturing* to *General Commercial*, and a corresponding rezoning to change the Zoning Ordinance designation of site C from *Industrial Park* (MP) to *General Commercial* (C2). 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 ***potentially significant impact.***	**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 ***less-than-significant level:*** (1) Demolition Period. Require implementation of the following dust control measures by contractors during demolition of existing structures: (a) Watering shall be used to control dust generation during demolition of structures and break-up of pavement; (b) All trucks hauling demolition debris from the site shall be covered; and (c) Whenever possible, dust-proof chutes shall be used for loading debris onto trucks. (2) All Construction Phases. Require implementation of the following dust control measures by construction contractors during all construction phases: (a) Water all active construction areas at least twice daily and more often during windy periods. Active	Applicant (incorp. these requirements in project grading specifications).	City (through Grading Permit review and grading inspection).	Confirm related grading specifications prior to approval of Grading Permit; verify implementation through grading inspection.		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
	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; (b) Water or cover all stockpiles of debris, soil, sand, or other materials that can be blown by the wind; (c) Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard; (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; (e) Sweep daily (preferably with water sweepers) all paved access roads, parking areas, and staging areas at construction sites; (f) Sweep streets daily (preferably with water sweepers) if visible soil material is carried onto adjacent public streets; (g) Hydroseed or apply non-toxic soil stabilizers to inactive construction areas; (h) Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.); (i) Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and (j) Replant vegetation in disturbed areas as quickly as possible.					
Impact 5-2: Project Long-Term Regional	**Mitigation 5-2.** In addition to the roadway	Applicant	City (verify prior to	Confirm prior to		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
Air Emissions Impact. Predicted regional emissions of reactive organic gases (ROG), nitrogen oxides (NO_x) and particulate matter (PM_{10}) generated by project vehicular trips exceed BAAQMD significance thresholds; therefore, the project would have a ***significant impact*** on long-term regional air quality.	improvement and transportation demand management (TDM) mitigations identified in chapter 14 (Transportation and Circulation) of this EIR, require the project to provide the following: • transit facilities (e.g., bus bulbs/turnouts, benches, shelters, etc.); • project-provided or fair-share participation in adequate shuttle service to regional transit stations system (i.e., the three or four closet VTA light rail line stations) and to other major local destinations; and • onsite bicycle use incentives, including secure bike storage facilities. 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 ***significant and unavoidable.***	(incorporate with appropriate future application(s), such as site development plans, tentative maps, etc.)	making future, more detailed discretionary approvals).	associated future discretionary approvals.		
Impact 5-3: Project Climate Change Impact. 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 related vehicle miles traveled associated with the movement of people and goods to and from the project sites. GHG emissions from	**Mitigation 5-3.** Incorporate the following or similar GHG reduction measures in project design and construction phases: • 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; • emphasis on use of recycled and local origin construction materials;	Same as Mitigation 5-2.	Same as Mitigation 5-2	Same as Mitigation 5-2		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
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 ***potentially significant project and cumulative impact.***	• construction and demolition waste recycling, • measures to encourage walking, bicycling and the use of public transit systems, • planting of trees and vegetation near structures to shade buildings and reduce energy requirements for heating and cooling, • use of energy-efficient light bulbs and other electrical equipment, • incorporation of onsite renewable energy production (e.g., photovoltaic cells or other solar options), • promotion of commute trip reduction plans (for high employment tenants), and • tenant incentives to increase recycling and reduce generation of solid waste. 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 si***gnificant unavoidable project and cumulative climate change (GHG emissions) impact***.					
BIOLOGICAL RESOURCES						
Impact 6-1: Potential Project Impacts on Burrowing Owl. The project would provide for development of lands that include potentially suitable habitat for the Burrowing Owl. No Burrowing Owls have been detected on any of the three project sites during four previous reconnaissance surveys of the	**Mitigation 6-1.** The CDFG defines the migratory bird breeding season as February 1 through August 31. If it is not possible to schedule project demolition and construction activities between September 1 and January 31, *pre-construction surveys of the project site for nesting birds* shall be	Applicant (provide the City with written verification that the CDFG has approved this or a similar mitigation).	City (as a condition of Grading or Demolition Permit issuance).	Confirm prior to issuance of Demolition or Grading Permit, for each of the three project sites.		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
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 ***potentially significant impact.***	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. 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: • 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. • A protected area 250 feet in radius, within which no activity will be permissible, will be maintained between project activities and nesting burrowing owls or individual resident owls. This protected area will remain					

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
	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. 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. Implementation of this measure will reduce this impact to a ***less-than-significant level***.					
Impact 6-2: Potential Project Impacts on Nesting Raptors. 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 raptor nests could result in indirect disturbance, including incidental loss of fertile eggs or nestlings, or otherwise lead to nest	**Mitigation 6-2.** 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 mitigation plan must be submitted to the City before a demolition or grading permit will be issued. Implementation of this	Applicant (provide the City with written verification that the CDFG has approved this or a similar mitigation).	City (as a condition of Grading or Demolition Permit issuance).	Confirm prior to issuance of Demolition or Grading Permit, for each of the three project sites.		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
abandonment, which would be considered a "take" under the CDFG code, and therefore represents a ***potentially significant project impact.***	measure would reduce this impact to a ***less-than-significant level***.					
Impact 6-3: Loss of Ordinance-Sized Trees. 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 ***significant impact.***	**Mitigation 6-3.** 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 ***less-than-significant level***.	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.		
CULTURAL AND HISTORIC RESOURCES						
Impact 7-1: Project-Related Potential for Disturbance of Archaeological Resources. 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 ***potentially significant impact.***	**Mitigation 7-1.** 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 15064.4 and 15126.4 of the CEQA Guidelines shall be implemented.	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.		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
	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. Implementation of these measures would reduce this potential impact to a ***less-than-significant level***.					
HAZARDS AND HAZARDOUS MATERIALS						
Impact 9-1: Potential for Project-Related Exposure to Onsite Hazardous Soil or Groundwater Contamination. 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 jurisdiction in Milpitas is demonstrated to City satisfaction, it will be assumed that future site	**Mitigation 9-1:** 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 project-related health and safety impact would be reduced to a ***less-than-***	Applicant (provide written verification by environmental remediation professional that these established site assessment and any associated remediation requirements have been met).	City (as condition of Demolition, Grading and/or Building Permit issuance, as appropriate).	Confirm (prior to issuance of Demolition, Grading and/or Building Permit issuance, as appropriate).		

		MONITORING			VERIFICATION	
IDENTIFIED IMPACT	**RELATED MITIGATION MEASURE**	**Implementation Entity**	**Monitoring and Verification Entity**	**Timing Requirements**	**Signature**	**Date**
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 ***potentially significant impact.***	***significant level***.					
HYDROLOGY AND WATER QUALITY						
Impact 10-1: Project Temporary (Construction Period) Water Quality Impacts. 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 ***potentially significant impact***. 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.	**Mitigation 10-1:** 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 *Start at the Source* 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 *Stormwater Pollution Prevention Plan* (SWPPP). 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. 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 project sponsor would be responsible for implementing any remedial measures if the Board indicated that site stormwater quality	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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	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. Implementation of these measures would reduce the construction-related soil erosion and sedimentation impacts to a ***less-than-significant level***.					
NOISE						
Impact 12-1: Project Compatibility with Existing and Projected Noise Environment. Based on available City data on existing and projected noise levels in the project area, it is estimated that future project office park and community shopping center 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 *Noise Element* 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 *Noise Element* 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 ***significant impact*** pertaining to projected land use/community noise environment compatibility	**Mitigation 12-1.** In accordance with General Plan *Noise Element* 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 ***less-than-significant level***.	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.		
PUBLIC SERVICES, UTILITIES AND SERVICE SYSTEMS						
Impact 13-1: Project-Related and Cumulative Impacts on Sewage Treatment and Transmission Capacity. The project	**Mitigation 13-1.** The City shall require that all new development on the project sites coordinate and cooperate with the City of	Applicant (provide engineering	City (as condition of final project approval--i.e., final	Confirm prior to approval of final map, or final engineering		

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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 ***potentially significant project and cumulative impact.***	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 ***less-than-significant level.***	adequate sewage treatment capacity is available).	map, final engineering specifications, etc.).	specifications.		
TRANSPORTATION AND CIRCULATION						
Impact 14-1: Project Impact on Milmont Drive/Dixon Landing Road Intersection. 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 ***significant impact.***	**Mitigation 14-1.** 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 ***less-than-significant level***.	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.		
Impact 14-2: Project Impact on Milpitas Boulevard/Calaveras Boulevard Intersection. The intersection of Milpitas Boulevard and Calaveras Boulevard would	**Mitigation 14-2.** The 2030 Valley Transportation Plan (VTP) includes a range of highway and transit improvement projects to ease existing and future traffic	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.		

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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 ***significant impact.***	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 ***less-than-significant level***.					
Impact 14-3: Project Impact on McCarthy Boulevard/Alder Drive Intersection. 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 ***significant impact.***	**Mitigation 14-3.** 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	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.		

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	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 ***significant and unavoidable***.					
Impact 14-4: Project Impact on McCarthy Boulevard/Tasman Drive Intersection. 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 ***significant impact.***	**Mitigation 14-4.** 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 ***less-than-significant level***.	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.		
Impact 14-5: Project Impact on Alder Drive/Tasman Drive Intersection. 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 ***significant impact.***	**Mitigation 14-5.** 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.		

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	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 ***significant and unavoidable***.					
Impact 14-6: Project Impact on Freeway Segments. The project would cause significant increases in traffic volumes (more than one percent of freeway capacity) on the following four directional freeway segments: • I-880, northbound between SR 237 and Dixon Landing Road--PM peak hour, • I-880, southbound between Great Mall Parkway and Montague Expressway--PM peak hour, • I-880, southbound between Montague Expressway and Brokaw Road--PM peak hour, and • SR 237, westbound between McCarthy Boulevard and Zanker Road--AM and PM peak hours. According to the CMP guidelines these effects would constitute a ***significant impact.***	**Mitigation 14-6.** 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 ***significant and unavoidable***.	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.		
Impact 14-7: Year 2030 Cumulative Plus Project Impacts on McCarthy Boulevard Roadway Segments. 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	**Mitigation 14-7.** 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	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.		

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ratios. According to the Milpitas significance criteria this would constitute a ***significant impact.***	individual projects to contribute to, the project contributions to significant cumulative impacts on the McCarthy Ranch roadway segments identified are considered ***significant and unavoidable***. 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.					