

*Appendix H – Notice of Preparation*

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**NOTICE OF PREPARATION  
OF AN  
ENVIRONMENTAL IMPACT REPORT  
FOR THE  
PACIFIC MALL PROJECT**

**Date of Distribution:** February 1, 2013

PROJECT APPLICANT: Steinberg Architects

FILE NO: Preliminary Project No. PP12-0002

Steinberg Architects proposes redevelopment of an existing commercial property in the City of Milpitas. The redevelopment would include demolition of four large commercial buildings and construction of a 12-story, 240 room hotel with ground floor retail. Approval of the project will require actions by the City of Milpitas including the preparation and certification of an Environmental Impact Report to support the entitlements.

As the Lead Agency, the City of Milpitas will prepare an Environmental Impact Report for the above-referenced Project. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the Environmental Impact Report prepared by our agency when considering your permit or other approval for the project.

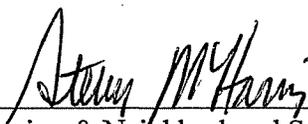
The project description, location, and potential environmental effects are contained in the attached materials. A copy of the Initial Study is not attached.

According to State law, the deadline for your response is 30 days after receipt of this notice; however, we would appreciate an earlier response, if possible.

To respond in writing, agencies should identify a contact person. Please send your response to:

City of Milpitas  
Attn: Sheldon S. Ah Sing  
455 East Calaveras Boulevard,  
Milpitas, CA 95035  
408-586-3278  
sahsing@ci.milpitas.ca.gov

Steven McHarris

  
\_\_\_\_\_  
Planning & Neighborhood Services Director

Date: January 30, 2013



# Notice of Preparation for an Environmental Impact Report for the City of Milpitas Pacific Mall Project

January 2013

## *Introduction*

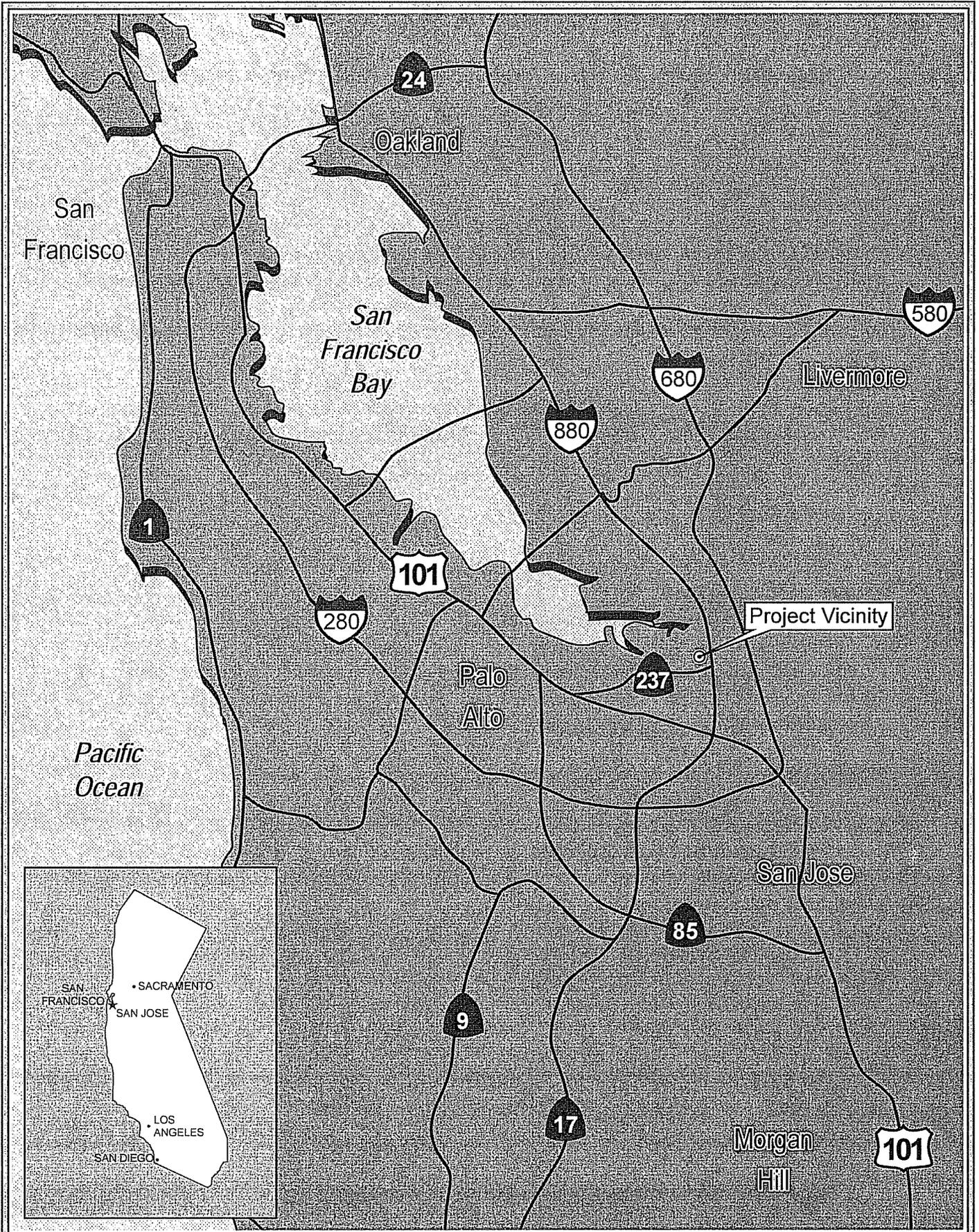
The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

The EIR for the proposed project will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the EIR will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting, environmental impacts, and mitigation measures for the project;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; and (d) cumulative impacts.

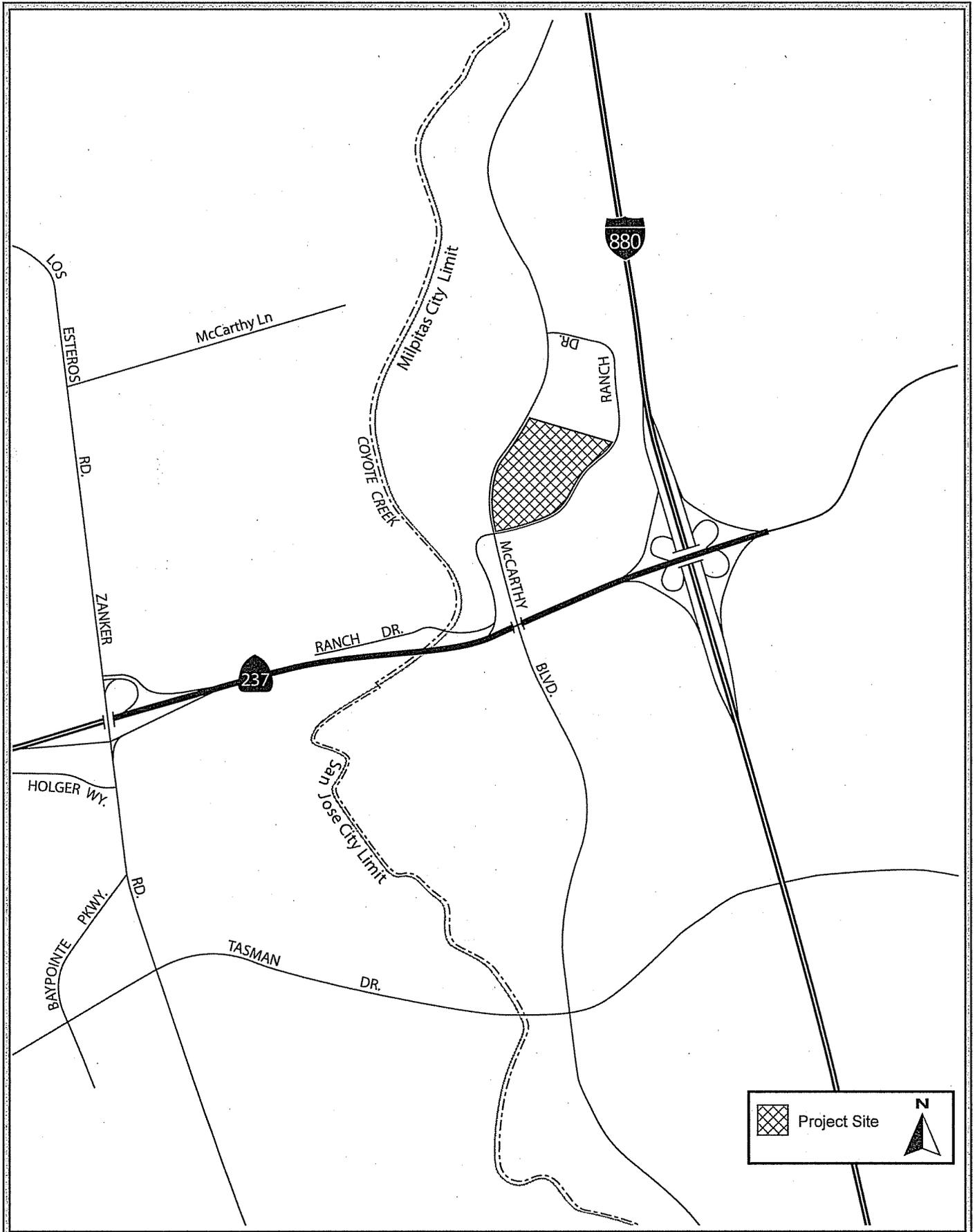
## *Project Location*

The 37.9-acre project site is comprised of four parcels (APNs 22-053-002, -003, -006, and -007) located on east side of McCarthy Boulevard just north of State Route 237 in the City of Milpitas. The site is located at the northeast corner of the southern McCarthy Boulevard/Ranch Drive intersection. (see Figures 1 and 2)



REGIONAL MAP

FIGURE 1



VICINITY MAP

FIGURE 2

## ***Project Description***

The project site is currently developed with approximately 266,000 square feet of commercial buildings and a large surface parking lot. The existing commercial buildings are comprised of a mix of chain retail stores, restaurants and financial services. The proposed project would demolish approximately 140,000 square feet of underutilized existing commercial buildings and construct on mostly the same footprint, a new retail mall that would consist of a ground floor and a partial second floor. The proposed project would also include one level of underground parking and a 12-story, approximately 250-room hotel. The proposed project would add approximately 145,000 net new square feet of retail space for a total of approximately 411,000 square feet of retail space. The hotel will consist of approximately 172,000 square feet. The new retail space will have an open interior with approximately 450 small commercial condominium shops laid out in a grid pattern generally for occupancy by small business owners. The project will include underground parking.

The project site is currently designated *General Commercial (GCN)* in the General Plan and zoned *C2 – General Commercial*. The project contemplates the addition of an overlay to allow for the increase of FAR on the site not anticipated more than 0.60.

## ***Potential Environmental Impacts of the Project***

The EIR will discuss the environmental effects anticipated to result from development of the project as proposed and will include a discussion of the following specific environmental categories as related to the project:

### *1. Land Use*

The project site is located in a developed urbanized area surrounded by commercial and industrial land uses. The EIR will describe the existing land uses adjacent to and within the project site. Land use impacts that would occur as a result of the proposed project will be analyzed. The effect of the project on the City's jobs/housing balance will also be analyzed. Mitigation measures will be identified for significant impacts, as warranted.

### *2. Visual Resources*

The project site is located northwest of the Highway 880/State Route 237 junction in an area surrounded by commercial and industrial development. A vacant property is also located to the northwest. The EIR will describe the existing visual setting of the project area and the visual changes that are anticipated to occur as a result of the proposed project. The EIR will also discuss possible light and glare issues from the intensification of development on the project site and the proposed height of the hotel. Mitigation measures will be identified for significant impacts, as warranted.

### *3. Geology*

The project site is located in Seismic Zone 4, which is the most seismically active region in the United States. The EIR will discuss the possible geological impacts associated with seismic activity and the existing soil conditions on the project site. Mitigation measures will be identified for significant impacts, as warranted.

#### 4. *Hydrology and Water Quality*

The project site is located near Coyote Creek. Based on the Federal Emergency Management Agency (FEMA) flood insurance rate maps, the EIR will address the possible flooding issues of the site as well as the effectiveness of the storm drainage system and the project's effect on storm water quality consistent with the requirements of the Regional Water Quality Control Board. Mitigation measures will be identified for significant impacts, as warranted.

#### 5. *Biological Resources*

The project site is almost entirely covered with hardscape and buildings. The only landscaping is located along the perimeter of the site adjacent to surrounding roadways (McCarthy Boulevard and Ranch Drive), and small landscape islands located within the on-site surface parking lot. The EIR will identify and discuss potential biological impacts resulting from construction of the project, and will address the proposed relocation and/or preservation of trees in-place during site development. Mitigation measures will be identified for significant impacts, as warranted.

#### 6. *Hazards and Hazardous Materials*

The project site was used for agriculture prior to its existing development with retail/commercial land uses. The EIR will summarize known hazardous materials conditions on and adjacent to the project site and will address the potential for construction workers and future site users to be significantly impacted by hazardous materials. Mitigation measures will be identified for significant impacts, as warranted.

#### 7. *Cultural Resources*

The City of Milpitas has documented historical sites and the general project area is a sensitive area for subsurface resources due to the Native American occupation of the area, as well as early ranch development. The EIR will address the potential for redevelopment of the project site to impact subsurface cultural resources. Mitigation measures to avoid possible impacts will be identified based on the City's General Plan policies and practices, as warranted.

#### 8. *Energy*

The EIR will address energy usage on-site and proposed design measures to reduce energy consumption consistent with the City's adopted Green Building Ordinance.

#### 9. *Transportation and Circulation*

The project site is located between McCarthy Boulevard and Ranch Drive, northwest of the Highway 880/State Route 237 junction. The EIR will examine the existing traffic conditions in the immediate vicinity of the project site. A traffic study will be prepared for the proposed project in order to identify the impacts of the proposed project on the existing local and regional transportation system and the planned long-range transportation network. Mitigation measures will be identified for significant impacts, as warranted.

#### 10. *Air Quality*

The EIR will address the regional air quality conditions in the Bay Area and discuss the proposed project's impacts to local and regional air quality according to 2010 Bay Area Air Quality

Management District (BAAQMD) guidelines and thresholds. Temporary construction related impacts such as construction vehicle exhaust and air-borne particulates (i.e., dust) will also be discussed. Mitigation measures will be identified for significant impacts, as warranted.

#### *11. Global Climate Change*

The EIR will address the proposed project's contribution to regional and global greenhouse gas emissions based on BAAQMD thresholds. Proposed design measures to reduce energy consumption, which in turn would reduce greenhouse gas emissions, will be discussed. Mitigation measures will be identified for significant impacts, as warranted.

#### *12. Noise*

The project site is located adjacent to McCarthy Boulevard and is within close proximity to Highway 880 and State Route 237 which are major sources of noise in the project area. The EIR will describe the potential noise impacts resulting from placing a hotel near two freeways and within a large shopping center. Noise levels will be evaluated for consistency with applicable standards and guidelines in the City of Milpitas General Plan. Mitigation measures will be identified for significant impacts, as warranted.

#### *13. Utilities*

Implementation of the proposed project will result in an increased demand on utilities and public facilities compared to existing conditions. The EIR will examine the impacts of the project on public services, including utilities such as sanitary and storm drains, water supply, and solid waste management. Mitigation measures will be identified for significant impacts, as warranted.

#### *14. Public Services*

The EIR will address the availability of and demand for public facilities and services including police, fire protection, schools, and parks. Mitigation measures will be identified for significant impacts, as warranted.

#### *15. Alternatives*

The EIR will examine alternatives to the proposed project including a "No Project" alternative and one or more alternative development scenarios depending on the impacts identified. Alternatives discussed will be chosen based on their ability to reduce or avoid identified significant impacts of the proposed project while achieving most of the identified objectives of the project.

#### *16. Significant Unavoidable Impacts*

The EIR will identify those significant impacts that cannot be avoided, if the project is implemented as proposed.

#### *17. Cumulative Impacts*

The EIR will include a cumulative impacts section that will address the potentially significant cumulative impacts of the project when considered with other past, present, and reasonably foreseeable future projects in the development area.

In conformance with the CEQA Guidelines, the EIR will also include the following sections: 1) consistency with local and regional plans and policies, 2) growth inducing impacts, 3) significant irreversible environmental changes, 4) references and organizations/persons consulted, and 5) EIR authors.



February 8, 2013

Mr. Sheldon S. Ah Sing  
455 East Calaveras Boulevard  
Milpitas, CA 95035

**SUBJECT: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR  
THE PACIFIC MALL PROJECT (OA13-001)**

Dear Mr. Ah Sing:

On February 1, 2013, the City of San José received a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed Pacific Mall Project in the City of Milpitas from the City of Milpitas Planning & Neighborhood Services Department. The City of San José appreciates the opportunity to review and provide comments on the NOP and offers the following comments:

1. Pipeline projects in San José, such as the Water Pollution Control Plant Master Plan (PMP), should be included in the cumulative impacts review for the Pacific Mall Project EIR. The draft PMP includes an arterial roadway to connect proposed economic development lands within the PMP boundary to Dixon Landing Road in the City of Milpitas. Please contact the City of San José for more information regarding the PMP and a list of other pipeline projects.
2. The EIR should follow Valley Transportation Authority's technical standards and guidelines to scope and complete a transportation impact analysis, and identify feasible mitigations or improvements. Contact the City of San José for the latest available traffic data for traffic analysis. All traffic data, including but not limited to TRAFFIX database and Approved Trip Inventory provided by San José should not be altered.
3. Impacts to San José's facilities should be evaluated according to San José's transportation impact policy, which are San José's adopted CEQA impact thresholds.
4. The lead agency should identify feasible improvements for impacts to City of San José's facilities. The lead agency should either construct the identified improvements or propose a fair-share mitigation contribution for the proposed improvements.
5. For impacts identified at San José's facilities with planned improvements, the lead agency should propose a fair share contribution to the City of San José.
6. For impacts to San José's facilities within the North San José Area Development Policy boundaries, the lead agency should coordinate with San José to determine fair share contribution per agreed upon methodology.

Mr. Ah Sing

**RE: NOP FOR THE PACIFIC MALL PROJECT EIR**

February 8, 2013

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We look forward to reviewing the Draft EIR when it becomes available for review. Please provide a hard copy and a CD version of the complete Draft EIR, including all technical reports/volumes of the document. You may send the document directly to my attention, as I will coordinate the review among other City departments. If you have questions, please contact me at (408) 535-7837 or by email at [bill.roth@sanjoseca.gov](mailto:bill.roth@sanjoseca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Roth", with a long horizontal line extending to the right.

Bill Roth  
Planner II

**DEPARTMENT OF TRANSPORTATION**

111 GRAND AVENUE  
P. O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 286-6053  
FAX (510) 286-5559  
TTY (800) 735-2929



*Flex your power!  
Be energy efficient!*

February 19, 2013

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

SCL880241  
SCL-880-8.62  
SCH#2013022006

Dear Mr. Ah Sing:

**Pacific Mall Project / Notice of Preparation**

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The following comments are based on review of the Notice of Preparation provided on February 5, 2013.

**Lead Agency**

As the lead agency, City of Milpitas is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the State Right-of-Way (ROW), and Caltrans will not issue a permit until our concerns are adequately addressed, we strongly recommend that the County work with both the applicant and Caltrans to ensure that our concerns are resolved during the environmental process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see end of this letter for more information regarding encroachment permits.

**Traffic Impact Study (TIS)**

One of Caltrans' ongoing responsibilities is to collaborate with local agencies to avoid, eliminate, or reduce to insignificance potential adverse impacts by local development on State highways. Please consider in your mitigation measures ways to reduce the impacts

Mr. Sheldon S. Ah Sing / City of Milpitas

February 19, 2013

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your project may have on Interstate (I-) 880 and State Route (SR) 237. We are particularly concerned about how your project will impact I-880 / SR 237 interchange.

We recommend using the Caltrans Guide for the Preparation of Traffic Impact Studies (TIS Guide) for determining which scenarios and methodologies to use in the analysis. The TIS Guide is a starting point for collaboration between the lead agency and Caltrans in determining when a TIS is needed. The appropriate level of study is determined by the particulars of a project, the prevailing highway conditions, and the forecasted traffic. The TIS Guide is available at the following website address:

[http://dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa\\_files/tisguide.pdf](http://dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf)

The TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby State roadways. Ingress and egress for all project components should be clearly identified. The State right-of-way (ROW) should be clearly identified. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.
2. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.
3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all roadways where potentially significant impacts may occur, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should clearly identify the project's contribution to area traffic and any degradation to existing and cumulative LOS. Caltrans' LOS threshold, which is the transition between LOS C and D, and is explained in detail in the TIS Guide, should be applied to all State facilities.
4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.
5. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the Congestion Management Agency's Congestion Management Plan should be evaluated.
6. Identification of mitigation for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic. As noted above, the project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.

Mr. Sheldon S. Ah Sing / City of Milpitas  
February 19, 2013  
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### ***Vehicle Trip Reduction***

Caltrans encourages you to develop Travel Demand Management (TDM) policies to encourage usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include lower parking ratios, car-sharing programs, bicycle parking and showers for employees, and providing transit passes to residents and employees, among others. For information about parking ratios, see the Metropolitan Transportation Commission (MTC) report *Reforming Parking Policies to Support Smart Growth* or visit the MTC parking webpage:

[http://www.mtc.ca.gov/planning/smart\\_growth/parking/](http://www.mtc.ca.gov/planning/smart_growth/parking/)

In addition, secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on State highways.

### ***Encroachment Permit***

Please be advised that any work, traffic control or mitigation that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website linked below for more information.

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Should you have any questions regarding this letter, please contact Keith Wayne of my staff by telephone at (510) 286-5737, or by email at [Keith.Wayne@dot.ca.gov](mailto:Keith.Wayne@dot.ca.gov).

Sincerely,



ERIK ALM, AICP  
District Branch Chief  
Local Development -- Intergovernmental Review

c: Scott Morgan, State Clearinghouse

February 28, 2013

Mr. Sheldon S. Ah Sing  
455 East Calaveras Boulevard  
Milpitas, CA 95035

**SUBJECT: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR  
THE PACIFIC MALL PROJECT (OA13-001)**

Dear Mr. Ah Sing:

On February 1, 2013, the City of San José received a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed Pacific Mall Project in the City of Milpitas from the City of Milpitas Planning & Neighborhood Services Department. The City of San José appreciates the opportunity to review and provide comments on the NOP. In addition to the comments provided by the City of San Jose on February 8, 2013, please also consider the following in relation to the project NOP.

Bay Checkerspot Butterfly / Nitrogen Deposition

The City of San Jose has recently adopted the Santa Clara Valley Habitat Plan/Natural Communities Conservation Plan (SCVHP) developed in partnership with the County of Santa Clara, the City of Morgan Hill, the City of Gilroy, the Valley Transportation Agency and the Santa Clara Valley Water District. The SCVHP establishes a framework for development projects to comply with several state and federal regulatory processes and standardized avoidance, minimization, mitigation and compensation requirements set forth in federal and state laws, including the California Environmental Quality Act (CEQA). CEQA requires that any public agency approving or carrying out a project for which there is substantial evidence of a potentially significant impact must identify measures necessary to mitigate impacts to a less-than-significant level (Pub. Res. Code § 21081).

The SCVHP establishes standardized, equitable, feasible and enforceable measures by which participating jurisdictions can mitigate impacts upon species covered by the SCVHP to a less-than-significant level. The impact and mitigation analyses in the SCVHP are based on extensive analysis and the best available science and have resulted in the identification and design of feasible mitigation that may not have been identified in prior environmental documents. The SCVHP establishes standards for mitigation of impacts to several species that depend on serpentine soils, such as the Bay checkerspot butterfly. Potentially significant impacts to such species include indirect, cumulative, and highly dispersed impacts such as nitrogen deposition. In the past, the effects of nitrogen deposition on special-status plants and wildlife have been underestimated or were not understood; however, this is no longer true, and nitrogen impacts are articulated in detail in the SCVHP.

Nitrogen deposition is known to have deleterious effects on many of the serpentine plants in the SCVHP area, as well as the host plants that support the Bay Checkerspot Butterfly. Nonpoint sources such as automobiles emit nitrogen compounds into the air. Because serpentine soils tend to be nutrient poor, and nitrogen deposition artificially fertilizes serpentine soils, nitrogen deposition facilitates the spread of invasive plant species. Non-native annual grasses grow rapidly, enabling them to out-compete serpentine species. The displacement of these species, and subsequent decline of the several federally-

Mr. Ah Sing

**RE: NOP FOR THE PACIFIC MALL PROJECT EIR**

February 28, 2013

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listed species, including the butterfly and its larval host plants, has been documented on Coyote Ridge in central Santa Clara County (the last remaining population of butterflies). Nitrogen tends to be efficiently recycled by the plants and microbes in infertile soils such as those derived from serpentines, so that fertilization impacts could persist for years and result in cumulative habitat degradation. The invasion of native grasslands by invasive and/or non-native species is now recognized as one of the major causes of the decline of the Bay Checkerspot Butterfly.

All major remaining populations of the butterfly and many of the sensitive serpentine plant populations occur in areas subject to air pollution from vehicle exhaust and other sources throughout the Bay Area including from within your jurisdiction. Therefore, even relatively small amounts of increased nitrogen deposition resulting from new development could contribute to a cumulatively significant impact by diminishing the population sizes of serpentine species and possibly the chances of survival of the threatened butterfly and the serpentine-specific plant species within Santa Clara County.

Because CEQA requires implementation of all feasible mitigation measures, even for impacts that cannot be mitigated to a less-than-significant level, including cumulatively significant impacts, and the mitigation program developed for the SCVHP includes feasible mitigation measures for the impacts of nitrogen deposition upon serpentine habitat and the Bay Checkerspot Butterfly, similar feasible mitigation should be developed and included for the subject project, correlated to the amount of new vehicle trips that the project is expected to generate. Given the development of feasible mitigation measures for the SCVHP, it will likely be difficult for a lead agency to adopt a Statement of Overriding Considerations if no similar mitigation measures are incorporated in the project.

We look forward to reviewing the Draft EIR when it becomes available for review. Please provide a hard copy and a CD version of the complete Draft EIR, including all technical reports/volumes of the document. Please send the document directly to the attention of Bill Roth, as he will coordinate the review among other City of San Jose departments. If you have questions, please contact me at (408) 535-7893 or by email at [andrew.crabtree@sanjoseca.gov](mailto:andrew.crabtree@sanjoseca.gov) or contact Bill at (408) 535-7837 or by email at [bill.roth@sanjoseca.gov](mailto:bill.roth@sanjoseca.gov).

Sincerely,



Andrew Crabtree  
Division Manager



March 1, 2013

City of Milpitas  
Planning Division  
455 East Calaveras Boulevard  
Milpitas, CA 95035-5479

Attention: Sheldon Ah Sing

Subject: City File No.: PP12-0002 / Pacific Mall

Dear Mr. Ah Sing:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for a Draft EIR for a 240-room hotel and 145,000 net new square feet of retail space at the northeast corner of Ranch Drive and McCarthy Boulevard. We have the following comments.

#### Transportation Impact Analysis (TIA) Report

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more new peak-hour trips. Based on the information provided on the size of this project, a TIA may be required. The updated March 2009 version of the VTA CMP TIA Guidelines should be used when preparing the TIA for this development. This document includes updated procedures for the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways, and may be downloaded from [http://www.vta.org/cmp/pdf/tia\\_guidelines.pdf](http://www.vta.org/cmp/pdf/tia_guidelines.pdf). For more information on the TIA Guidelines, please call Shanthi Chatradhi of the VTA Congestion Management Agency Division at 408-952-4224.

#### Trip Generation Assumptions

The assumptions about the project's trip generation and any trip reductions for the existing use should be clearly documented. The proposed project is described as the removal of four retail buildings totaling 140,000 square feet, to be replaced by up to 285,000 square feet of new retail space (net increase 145,000 square feet) and a 250-room motel. The *TIA Guidelines* provide guidance on trip generation assumptions for vacant and underutilized development, as well as an addition to an existing development project, in Section 6.3 - Methodology for Future Scenarios (page 23).

#### Freeway Analysis

Based on the project's location, there may be impacts to one or more freeway segments. The DEIR and TIA should include analysis of all freeway segments that may be impacted. For guidance on analysis of freeway segments for CMP purposes, see Section 2.2.2 of the TIA Guidelines.

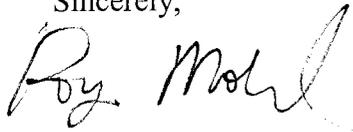
City of Milpitas  
March 1, 2013  
Page 2

Pedestrian Accommodations

VTA suggests that the DEIR and TIA identify measures that would reduce the number of single-occupant vehicle trips generated by the project and provide incentives for employees and hotel guests to walk, bike and take transit. One possibility would be to fill in gaps in the sidewalk network along Ranch Drive adjacent to the project site as a measure to improve pedestrian safety and increase pedestrian trips to and from the site.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

A handwritten signature in cursive script that reads "Roy Molseed".

Roy Molseed  
Senior Environmental Planner

ML1301