2

STORMWATER CONTROL PLAN

FOR

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JUL 2 1 2003

CITY OF MILPITAS
PLANNING DIVISION

PARC NORTH CONDOMINIUM
95 E. CURTIS AVENUE
MILPITAS, CALIFORNIA

Prepared by:

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Prepared for:

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July 2003

1.0 INTRODUCTION

RGC intends to construct a 285-unit condominium project at 95 E. Curtis Avenue in Milpitas, California. In accordance with the project Conditions of Approval prepared by the City of Milpitas Planning Department, this Stormwater Control Plan has been prepared to reduce the amount of storm water pollution created by this project through the recommendation and implementation of Best Management Practices (BMPs).

2.0 RECOMMENDED CONSTRUCTION BMPs

Based on the scope of the project, the following BMPs (page reference are to Erosion and Sediment Control Field Manual) are recommended during construction:

2.1 Erosion & Sedimentation Control

- Scheduling (Pg. 23-24)
- Preservation of Existing Vegetation (Pg. 25)
- Permanent Seeding and Mulching (Pg. 35)
- Dust Controls (Pg. 45-47)
- Fiber Rolls (Pg. 51-52)
- Stabilized Construction Entrance (Pg. 55)
- Storm Drain Inlet Protection, modified as follows (77-78)
  a. "Silt Sack" sediment traps shall be used on existing curb inlets
  b. Straw wattle sediment barriers shall be used on proposed field inlets

2.2 Contractor Activities

- Dewatering Operations (Pg. 87-88)
- Paving Operations (Pg. 105-106)
- Material Delivery, Handling & Storage (Pg. 99-100)
- Spill Prevention & Control (Pg. 95-96)
- Solid and Demolition Waste Management (Pg. 91-92)
- Sanitary/Septic Waste Management (Pg. 109)
- Vehicle & Equipment Service (Pg. 97)
- Employee/Subcontractor Training and education regarding the BMPs described in this plan.

2.3 General Measures

a. Gather all construction debris on a regular basis and place it in a dumpster or other container which is emptied or removed on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to storm water runoff pollution.

b. Remove all dirt, gravel, rubbish, refuse, and green waste from the street pavement and storm drains adjoining the site. Limit construction access

routes onto the site and place gravel on them. Do not drive vehicles and equipment off paved or graveled areas during wet weather. Broom sweep the street pavement adjoining the project site on a daily basis. Scrape caked-on mud and dirt from these areas before sweeping.

c. Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site in order to retain any debris or dirt flowing in the storm drain system. Maintain and/or replace filter materials to ensure effectiveness and to prevent street flooding.

d. Create a contained and covered area on the site for the storage of bags, cement, paints, oils, fertilizers, pesticides, or other materials used on the site that have the potential of being discharged into the storm drain system through being windblown or in the event of a material spill.

e. Never clean machinery, equipment, tools, brushes, or rinse containers into a street, gutter, or storm drain.

f. Ensure that concrete/gunite supply trucks or concrete/plaster operations do not discharge wash water into street, gutters, or storm drains.

g. All paved outdoor storage areas shall be designed to minimize pollutant runoff. Bulk materials stored outdoors that may contribute to the pollution of storm water runoff must be covered as deemed appropriate by the Director of Building Inspection.

h. All metal roofs, if used, shall be finished with rust-inhibitive paint.

3.0 RECOMMENDED POST-CONSTRUCTION BMPs

General characteristics of a site development that help determine the appropriate long-term (post-construction) BMPs are its size, its use, and the availability of landscaping. Based on the size of the building and the landscape surroundings it, the following BMPs are appropriate:

- Labeling/Maintenance of Storm Drain Facilities

  Storm drain inlets shall be marked with paint to read "NO DUMPING – DRAINS TO BAY" utilizing City of Milpitas standard stencil. Paint shall be thermoplastic.

  The responsible party shall conduct yearly inspections of the painted warnings during the month of September or October. After each inspection, the responsible party shall document the date of the inspection, the condition of stencils, recommended re-painting, and the date the actual re-painting was performed.

- Storm Drain Inlet Cleaning

  Inlets located in or adjacent to parking areas shall be inspected and cleaned of any debris and/or sediment that have accumulated. Any sediment removed shall be analyzed prior to disposal.

  The responsible party shall conduct yearly inspections of the inlets during the month of September or October. After each inspection, the responsible party shall document the date of the inspection, the condition of inlets, recommended cleaning, and the date the actual cleaning was performed.

- "Stormceptor" Filtration Device
  Stormceptor will be capable of removing coarse debris, sediment and oil and grease before discharge to public storm drain system. Stormceptor functions as a weir insert placed in a round manhole-like structure that takes the place of a tradition junction or inlet in the storm drain system. Typically the weir direct flow downward into a lower chamber, laterally through the chamber, and then up to a submerged outlet pipe thus trapping suspended solids as they settle out of the water stream. Floatables and oils that rise to the water surface are trapped in the chamber just below the weir. These devices are sized according to manufacturer recommendations to accommodate required treatment flows.

- Street Sweeping

  Parking lot and walks shall be swept or vacuumed a minimum of once per month. Corners and hard to reach areas shall be swept manually. If parking lot and/or walks are pressure washed, debris must be trapped and collected to prevent entry into the storm drain system. No cleaning agent may be discharged into the storm drain.

- Trash Controls/Public & Employee Education

  Please refer to BMP SC0 in the California Storm Water Best Management Practice Handbook – Municipal.

- Vegetation of Disturbed Areas

  All disturbed soil areas will be landscaped and/or re-seeded as soon as practical following disturbance to reduce the potential for soil erosion.

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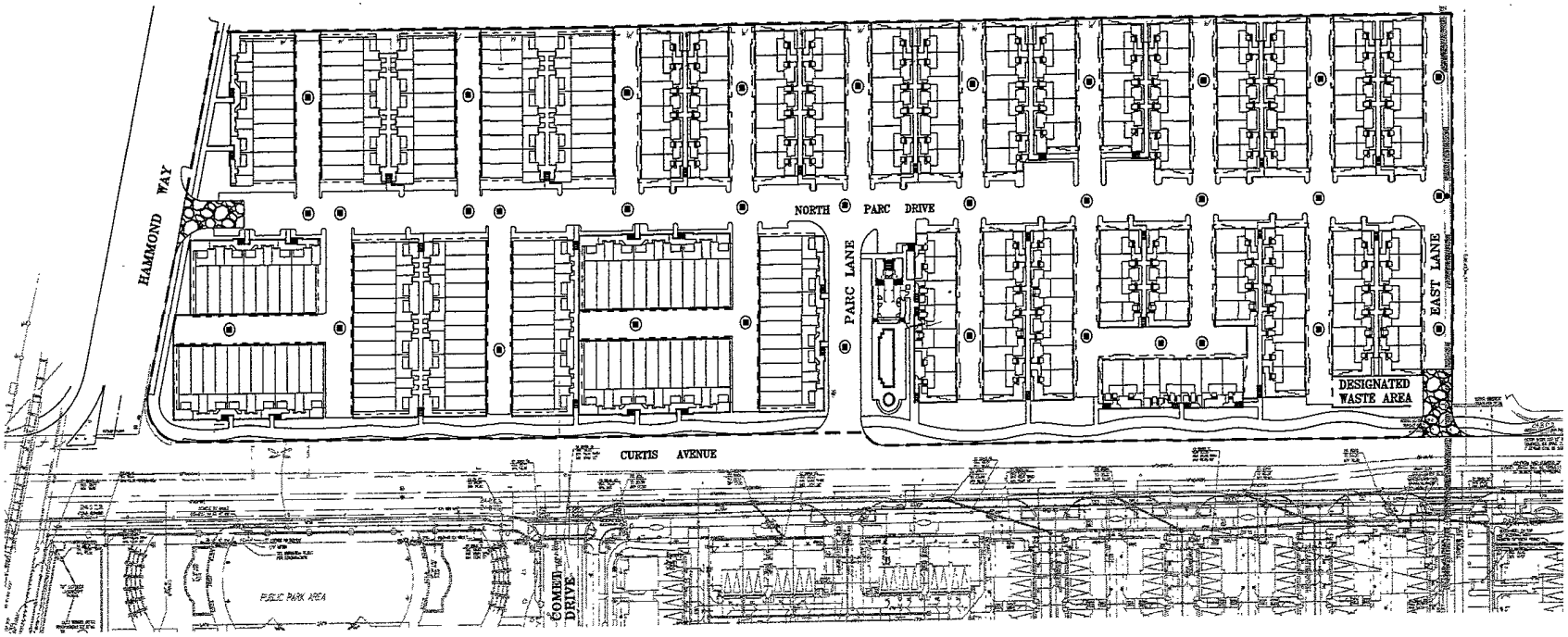

LEGEND:

GRAVEL CONSTRUCTION ENTRANCE
PER BMP ESC 24

DROP INLET

DROP INLET PROTECTION
PER BMP ESC 54

FIBER ROLL PERIMETER PROTECTION

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PARC NORTH
95 E. CURTIS AVENUE

STORMWATER CONTROL PLAN
TEMPORARY MEASURES

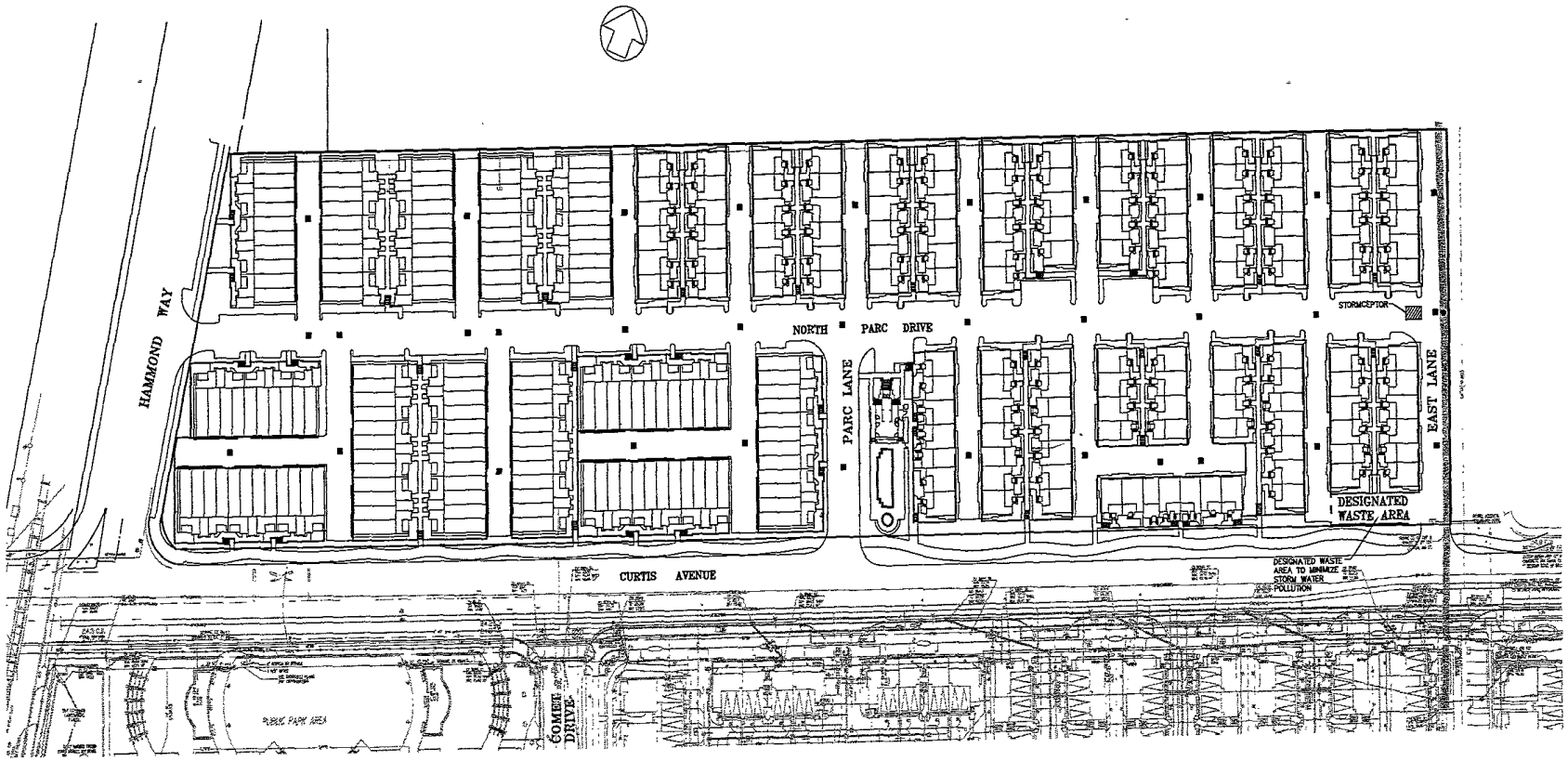
MILPITAS SANTA CLARA COUNTY CALIFORNIA

Date	07-18-03
Scale	1" = 100'
Design	ML
Drawn	TEAM
Approved	CR
Job No	025148.10

Revisions

Num	Date	By	Description	City Engr Appl	Date

Drawing Number:
SM1
1 OF 2



POST-CONSTRUCTION BMPs

- Labeling/Maintenance of Storm Drain Facilities
- Storm Drain Inlet Cleaning
- "Stormceptor" Filtration Device
- Street Sweeping
- Trash Controls/Public & Employee Education
- Vegetation of Disturbed Areas

LEGEND:

■ DROP INLET

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PARC NORTH
95 E. CURTIS AVENUE

STORMWATER CONTROL PLAN
PERMANENT MEASURES

MILPITAS SANTA CLARA COUNTY CALIFORNIA

Date 07-18-03
Scale 1" = 100'
Design ML
Drawn TEAM
Approved CR
Job No 02B148.10

Revisions

Num	Date	By	Description	City Engr Appl	Date

Drawing Number:
SM2
2 OF 2

Parc North Conformance with the Midtown Specific Plan
September 10, 2003

This attachment is provided to reflect the conformance of the Parc North residential project with the Midtown Specific Plan and Design Guidelines

Conformance with the Midtown Specific Plan

All projects proposed within the Midtown Area are subject to a Site and Architectural Review (S-Zone Review), in accordance with Chapter 42 of the City's Zoning Ordinance. In addition to the usual S-Zone process of reviewing projects for conformance with the City's General Plan and Zoning Ordinance, no S-Zone approval shall be granted by the City without the decision-making body making the following finding.

"The proposed project conforms to the intent and the specific requirements of the Midtown Specific Plan, including the Development Standards and Design Guidelines."

The project conforms with the following Midtown Plan goals and policies:

Land Use Goal 2, which aims to provide new housing in the Midtown Area to improve vitality, reinforce transit, and address local and regional housing needs. The proposed project will add 285 new housing units to the Midtown area, in a high-density, multi-family setting. In addition, the project will incorporate bicycle and pedestrian connections to existing and future facilities.

Land Use Goal 3, which promotes an intensity of development appropriate to its central location. As the majority of the City is developed at low density, a goal of the Midtown Plan is for developments to be at a high density and able to support transit. As proposed, the project is proposing a density of 31 DU/acre - a number higher than all other existing developments throughout the City.

Residential Policy 3.4, which establishes a minimum density of 31 units per gross acre in the very-high, multi-family density area. As proposed the project will be at a density of 31 units per gross acre, thus meeting this residential policy of the Midtown Specific Plan.

Residential Policy 3.5, which provides housing for all income levels throughout the Midtown area and ***Residential Policy 3.6,*** affordable housing units should be provided with new housing developments. As proposed, 18 very low, 6 low, and 34 moderate-income affordable units are interspersed throughout the project.

Residential Policy 3.7, integrate affordable units within market-rate development, ensuring that affordable units are architecturally integrated and indistinguishable from market rate units. The applicant is proposing to locate affordable units throughout the project, mixed with market rate units and keeping the same architectural appearance. Because the units will be attached to each other and comprise a singular, larger building, the affordable units will appear identical to the market rate units.

Park and Open Space Policy 3.24 which requires that new residential developments provide public parks at a ratio of 3.5 acres per 1,000 persons, of which up to 1.5 acres per 1,000 persons can be developed as private or common open space. As proposed the project would require 2.68 acres of public parks. By implementing ***Park and Open Space Policy 3.25,*** which allows the developer to provide improved linear parks, the project, with 1.15 acres for private or common space, .38 acres of public park/trail, and the remainder as an in-lieu fee, the project meets this policy.

Circulation Goal 1, which strives to improve the viability of pedestrian, bicycle and transit systems. As mentioned previously, the project will incorporate a pedestrian and bicycle trail along the frontage of Curtis Avenue, which will eventually connect to a proposed pedestrian/bicycle bridge over the existing railroad tracks. In addition, the project will provide a sidewalk along their Hammond Way frontage. The majority of the new trails will incorporate landscaping to encourage use of the facilities.

Street System Policy 4.5 to maintain an interconnected pattern of streets within the Midtown Area and to ensure that new streets are pedestrian in scale and interconnected with the existing street system. While the projects' main entrance does not align with Comet Drive, the entrance does align with another access to form a complete intersection which would allow for future traffic improvements if ever needed. In addition, the eastern half of Curtis Avenue will be reduced in width with landscaping and parking added which will promote a more pedestrian environment.

Street System Policy 4.8 which increases street capacity where feasible to accommodate vehicular demand while maintaining reasonable pedestrian crossing distances at intersections and minimizing potential vehicle conflicts for bicyclists. The project proposes to add two lanes on Curtis Avenue west of Comet Drive to accommodate larger volumes of traffic that would be added from surrounding and future development including mall traffic and vacant parcels further east. In addition, the project will incorporate a new bicycle and pedestrian trail adjacent to the site.

Parking Policy 4.19 ensures that new development complies with City of Milpitas Zoning Ordinance requirements for off-street parking. The proposed project is requesting parking exceptions including compact stalls, tandem parking and street parking to meet zoning requirements. Further discussion is provided in the exception section of the staff report.

Community Design Goal 4 which strives to improve the character of streets in the area. The project is proposing to upgrade Curtis Avenue through new landscaping, trees, and establishing a pedestrian/bicycle trail (where there was neither) along the northern edge of Curtis Avenue.

In addition to the aforementioned goals and policies of the Midtown Plan, projects are to comply with the various Design Guidelines contained in the plan. The following table shows how the proposed project does or does not comply with the design guidelines of the Midtown Specific Plan:

Midtown Plan Design Guidelines	Proposed Project	Mandatory or Discretionary	Complies?
Street pattern maximizing connectivity for both autos and pedestrians (Chapter 8.A.1.a) **Streets near Curtis Avenue should orient in a grid pattern (Chapter 8.A.1.d)**	Provides streets in a grid pattern and provides pedestrian connections in north-south and east-west directions	Discretionary	Yes
Block lengths should not exceed 400 feet and should have some form of publicly-accessible pathway at least every 200 feet. (Chapter 8.A.1.e)	Block lengths exceed 400 feet	Discretionary	No
Building facades should include street facing entries, recessed windows, and articulation. (Chapter 8.A.2.c)	Buildings have entrances directly off of Curtis Avenue. Buildings provide roof articulation and façade pop-outs and recesses.	Discretionary	Yes
To mitigate the effects of adjacent service commercial or light industrial uses, increased setbacks and other measures, such as a solid 6 foot fence or masonry wall, should be considered. (Chapter 8.A.2.d)	Retaining wall at rear of the site and wall on the eastern perimeter to separate industrial uses.	Discretionary	Yes
Vehicular access from curbcuts or accessways provided directly from the street. (Chapter 8.A.2.e)	Access from private streets to Curtis and Hammond	Discretionary	Yes
Street-facing surface parking lots discouraged. (Chapter 8.A.2.f)	None proposed	Discretionary	Yes
Security gates prohibited. (Chapter 8.A.2.i)	None proposed	Mandatory	Yes
Limited visibility of off-street parking facilities. (Chapter 8.A.3.a)	Parking in the center of the project, obscured from views.	Discretionary	Yes
Parking should be below grade or encapsulated into the building to reduce visual impact. (Chapter 8.A.3.c)	Garages are subsurface and a part of the building.	Discretionary	Yes

Midtown Plan Design Guidelines	Proposed Project	Mandatory or Discretionary	Complies?
Landscaped areas should be protected with planter curbs. (Chapter 8.A.3.g)	As proposed, except areas in alleys.	Discretionary	No
All perimeter setback areas should be landscaped. (Chapter 8.A.3.h)	The eastern boundary has a private street and wall, to allow for a future shared street.	Discretionary	No
Broadleaf, deciduous trees should be used to allow shade in the summer and sunlight in the winter. (Chapter 8.A.3.j)	Palm trees at key locations proposed to tie into Parc Metro project.	Discretionary	No
Trees to be set in tree grates or 4-foot wide planters. (Chapter 8.A.3.k)	Some trees are located in planter areas less than 4 feet.	Discretionary	No
Permeable or alternative materials to reduce runoff is encouraged in parking areas. (Chapter 8.A.3.l)	None proposed	Discretionary	No
Adequate bicycle parking spaces should be provided. (Chapter 8.A.3.m) **Bicycle parking should be secured and weather protected. (Chapter 8.A.3.n)**	Proposed in every garage.	Discretionary	Yes
Service alleys or auto courts should incorporate design features to improve the appearance. (Chapter 8.A.4.a)	Stamped and stenciled concrete inlays and landscaping are proposed for alleys	Discretionary	Yes
Landscaping between garages should be planted between every unit. (Chapter 8.A.4.b)	Proposed where adequate space	Discretionary	No
Parking podium – maximum of 5 feet above grade. (Chapter 8.A.4.c)	No more than 5 feet	Discretionary	Yes
Vehicular entries at sides or rear, not front. (Chapter 8.A.4.d)	Entries at rear and sides	Discretionary	Yes
For multiple podium buildings, shared driveways should be provided. (Chapter 8.A.4.e)	Use of shared driveways throughout the site	Discretionary	Yes

Midtown Plan Design Guidelines	Proposed Project	Mandatory or Discretionary	Complies?
Buildings should be oriented towards the street. (Chapter 8.B.1.a)	Building massed along Curtis and Hammond with entries facing Curtis.	Discretionary	Yes
Exterior walls should be articulated with consistent style and materials. (Chapter 8.B.2.a)	Consistent use of material and architecture throughout	Discretionary	Yes
No blank walls. (Chapter 8.B.2.b)	None proposed	Mandatory	Yes
Building articulation with varying roof heights and vertical planes. (Chapter 8.B.2.c)	Varying roof lines, and façade pop-outs and recesses	Discretionary	Yes
Building should have a defined base and recognizable top. (Chapter 8.B.2.d)	Building tops have roof overhangs, makes use of tile accents.	Discretionary	Yes
Building entries emphasized with special architectural and landscape treatment. (Chapter 8.B.2.e)	All entries have architectural features emphasizing the entrance	Discretionary	Yes
Use of balconies is encouraged for multi-family units (Chapter 8.B.2.g) **Upper story setbacks are encouraged – min. of 6 feet (Chapter 8.B.2.h)**	Balconies and setbacks are proposed for Product B.	Discretionary	Yes
Window and window frames should be set in the wall to provide a reveal. (Chapter 8.B.3.b)	Not all windows provide a reveal	Discretionary	No
Multi-paned windows are strongly encouraged. (Chapter 8.B.3.e)	Multi-paned windows are proposed	Discretionary	Yes
Snap-in plastic mullions are prohibited. (Chapter 8.B.3.f)	None proposed	Mandatory	Yes, COA
Reflective or tinted glazing on windows is prohibited. (Chapter 8.B.3.g)	None proposed	Mandatory	Yes, COA
Visible windows should have appropriately articulated header, jamb and sill details. (Chapter 8.B.3.h)	Yes	Discretionary	Yes

Midtown Plan Design Guidelines	Proposed Project	Mandatory or Discretionary	Complies?
Windows should have a height greater than or equal to its width. (Chapter 8.B.3.i)	None proposed to be less.	Discretionary	Yes
Bars and security grills on windows and doors are prohibited. (Chapter 8.B.3.k)	None proposed	Mandatory	Yes
Doorways should be clearly identified with change in material, plane, or elements such as a canopy where appropriate. (Chapter 8.B.3.l)	Door material is different, trellises and arches proposed over doorways.	Discretionary	Yes
High quality materials. (Chapter 8.B.4.a) **Durable and permanence materials (Chapter 8.B.4.b)**	As proposed	Discretionary	Yes
Woodboard siding, shingles, tile, stucco and masonry should be used. (Chapter 8.B.4.c)	Stucco, tile and wood material proposed	Discretionary	Yes
Primary exterior finish should be used on all sides. (Chapter 8.B.4.d)	Consistency throughout the building	Discretionary	Yes
Roof materials should complement facades and provide texture and relief. (Chapter 8.B.4.f)	Concrete tile roofs proposed	Discretionary	Yes
Color should be muted and light in tone, accents and details in darker tones. (Chapter 8.B.5.a) **Roofs in mid to dark tones. (Chapter 8.B.5.b)** **Bright and pastel primary colors are not appropriate. (Chapter 8.B.5.c)** **Rain gutters and down spouts should be integrated into walls or color should blend with surfaces. (Chapter 8.b.5.d)**	Neutral and earth tones for the building, darker for the details and roofs.	Discretionary	Yes, COA

Midtown Plan Design Guidelines	Proposed Project	Mandatory or Discretionary	Complies?
Shallow pitch roofs with deep eaves are encouraged. (Chapter 8.B.6.a) **Roof slope should not be less than 4:12 and greater than 8:12. (Chapter 8.B.6.b)**	Roof slope is 4:12	Discretionary	Yes
Eaves should be no less than 18 inches deep. (Chapter 8.B.6.d)	Eave depth varies from 0 to 12 inches	Discretionary	No
Landscaping on front and side setback, unit pavers for walkways. (Chapter 8.C.1.a)	No unit pavers for walkways	Discretionary	No
Full landscaping should be provided for multi-family buildings. (Chapter 8.C.1.b)	Full landscaping provided	Discretionary	Yes
Pedestrian walkways should be heavily landscaped. (Chapter 8.C.2.a)	All walkways have landscaping	Discretionary	Yes
Unit pavers at key gathering areas or intersections of paths. (Chapter 8.C.2.b)	None provided	Discretionary	No
Vehicular accessways should be landscaped similar to adjacent streets (typ. 20-30 OC). (Chapter 8.C.2.c)	Trees provided, 15 on center	Discretionary	Yes
End of residential drive aisles, 6 foot wide planting bed with significant plantings. (Chapter 8.C.2.e)	Significant planting not provided at each end aisle, due to fire department access needs, and space constraints.	Discretionary	No
Lights designed and placed appropriately. (Chapter 8.C.5.a)	Appropriate lighting throughout site, no glare.	Discretionary	Yes
White light should be provided. (Chapter 8.C.5.b)	To be provided	Discretionary	Yes, COA
Low pressure sodium lamps are prohibited. (Chapter 8.C.5.c)	None proposed	Mandatory	Yes
Pedestrian light standards should not exceed 16 feet. (Chapter 8.C.5.d)	Pedestrian light standards do not exceed 16 feet.	Discretionary	Yes

Midtown Plan Design Guidelines	Proposed Project	Mandatory or Discretionary	Complies?
Uplighting to accent interesting architecture features or landscaping is encouraged. (Chapter 8.C.5.e)	To be provided	Discretionary	Yes, COA
Building should be articulated to break up the building mass. (Chapter 8.D.2.a)	Roof lines are articulated, pop outs and recesses, different facades are proposed	Discretionary	Yes
Street facing facades should include stoops, porches, recessed windows, etc. (Chapter 8.D.2.b)	Stoops, porches, patios, recessed windows are proposed for street facing elevations	Discretionary	Yes
Ground floor units facing the street should be accessed directly from the street. (Chapter 8.D.2.c)	As proposed	Discretionary	Yes
First floor no more than 5 feet above the sidewalk. (Chapter 8.D.2.d)	First floors do not exceed 5 feet above walkways	Discretionary	Yes
Porches, bays and balconies are required along street facades. Required along at least 30% of the ground level of each unit.	Decks, patios, and porches are provided at more than 30%	Mandatory	Yes